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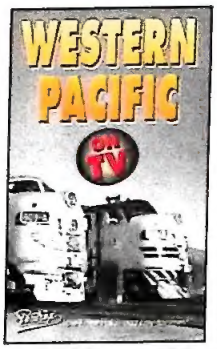

Western Pacific On TV

Step back to 1956 and join host Bob Day in a television salute to the Western Pacific Railroad. Richfield's weekly series "Success Story" combines live telecast with promotional footage to give viewers an inside look at shining examples of American free enterprise.

Our program begins at WP's Oakland Yards, with the 1872 Baldwin-built *Genoa* and 1909 Alco #94 locomotives under steam. A crude wooden combination car is led by the Genoa, and No. 94 heads up Lucius Beebe's elegant *Gold Coast*. Pulling up to the cameras alongside the steamers is WP's powerful new F-unit, #803-A, the pride of its fleet. (At the time this program was aired, WP had been fully dieselized for three years.)

No program about Western Pacific is complete without a good look at the *California Zephyr*. You'll see many views of the *Zephyr* on the Feather River Route and in the shops being cleaned and serviced. Highlights include tours of the commissary, linen warehouse, meat lockers, dining car attendants' classroom, and the Sacramento shops. Inside views include the lounge, dining car, and the famous vista domes. Thanks to this historic gem of a film, we can take a nostalgic journey back to the time when Western Pacific was the role model for the American success story!

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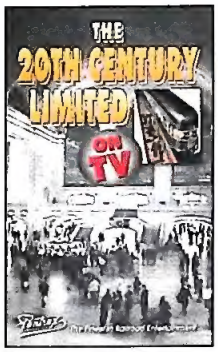

The 20th Century Limited On TV

In 1955, the noted TV series OMNIBUS, sent host Alistair Cooke and camera crews to do a live broadcast from New York Central's Grand Central Terminal. Pentrex uncovered an extremely rare copy of this classic episode and we're happy to share it with you now!

Grand Central was a landmark symbol of New York City, and the most famous train to be boarded there was the glamorous *20th Century Limited*. Omnibus cameras take you to track 34, where co-host David P. Morgan, Editor of TRAINS Magazine, waits next to train #25, the *Century*. Morgan describes the terminal's layout, explains the electric-powered train's consist, introduces the 46-member crew, and interviews the engineer and fireman as we wait for the *Century* to depart.

Once the train is underway, we move to Tower A where the Director demonstrates his control board. Back at the concourse ticket window and Pullman reservation office, we see how tickets were booked before computerization. Inside the dispatcher's office, telegraph keys sing in the background while the Trainmaster gives us further information. Then we're inside the cab of the moving train for a brief chat with the engineer. These scenes and others make *The 20th Century Limited on TV* a priceless piece of railroading history you'll delight in watching over and over again!

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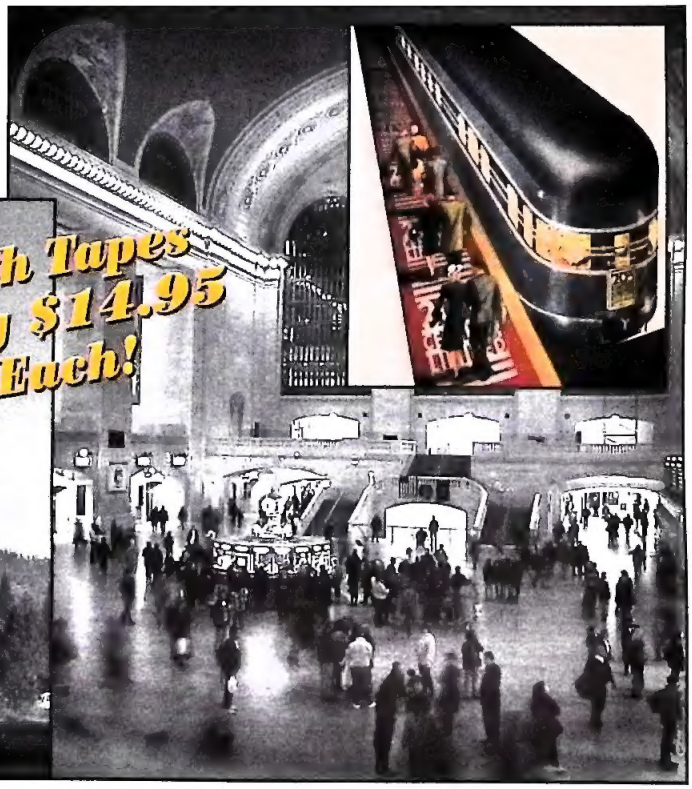

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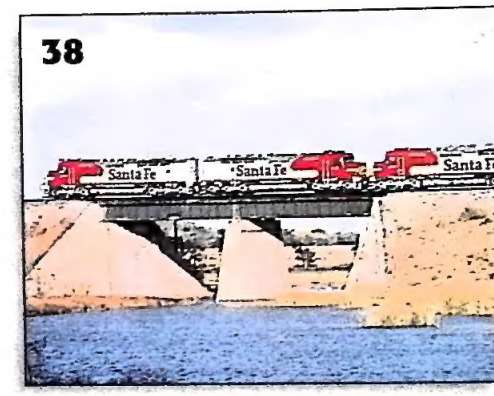

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RAILFAN & RAILROAD MAGAZINE 25 Years 1974 1999

on the cover

Through the arches of the Plainview, Texas, station, Santa Fe GP30 No.2740 idles away the afternoon while awaiting its next assignment. The Plainview Subdivision is one of the many lines we visit in a two-part feature on railfanning the Texas Panhandle. Photograph by Terry LaFrance.

Publisher's Desk

A millennium of trains

THERE WERE NO TRAINS 2000 years ago, but if you go back to Roman days, you'll find ruts carved into ancient roads to make travel easier for Roman chariots. I saw such ruts in Ephesus a year or two back but did not have a tape measure with me. Some historians swear that modern day railroads use the exact same track gauge as the old Roman chariot gauge, because the chariot makers later made stagecoaches, with the same axle spacing and, in time, made early railroad cars, again with the same axle spacing. These experts often clam up when you ask them about Irish five-foot, three-inch gauge, Erie six-foot gauge or Colorado three-foot gauge. Fact is, steam powered railroads are nearing their second century of operation.

Richard Trevithick's *Newcastle*, dated 1804, may have been the first steam locomotive with inside flanges. George Stevenson's *Rocket* won the 1829 Raintree trials in England. John Stevens built what was probably the first steam locomotive built in the U.S.A. By then railroads were under construction in a number of states. Chicago's *Pioneer* debuted in 1849. The Civil War proved the worth of railroads in wartime and special mortar cars and other armored equipment was made for this conflict.

Only a handful of these pioneer locomotives have been preserved. Some are reproductions made from early locomotives, such as the Baltimore & Ohio's *Grasshopper*, which were converted to earlier-designed locos for the 1927 Fair of The Iron Horse in Baltimore. A few are "ground-up" reproductions.

Here is a partial list of pioneer locomotives dating from the 1800s which have been preserved, with some basic data. These locos tend to move from time to time, and some are replicas.

1825	*Rocket*		S&D	0-4-0	National Railway Museum (UK)
1825	*John Stephens*		PRR	0-4-0	Pennsylvania Railroad Museum
1829	*Stourbridge Lion*		D&H	0-4-0	Honesdale, Pennsylvania
1829	*Rocket*		L&M	0-2-2	Museum of Science & Industry
1830	*Best Friend of Charleston*		SCRR	0-4-0	
1830	*Tom Thumb*		B&O	0-4-0	B&O Museum
1831	*John Bull*		C&A	4-2-0	Smithsonian
1831	*Dewitt Clinton*		NYC	0-4-0	Henry Ford Museum
1831	*York*		B&O	0-4-0	Museum of Science & Industry
1832	*Jackson*		B&O	2-2-0	B&O Museum
1834	*Mississippi*		Miss	0-4-0	Museum of Science & Industry
1835	No.1		B&O	0-4-0	Carillon Park
1835	*Atlantic*		B&O	0-4-0	B&O Museum
1836	*John Hancock*		G&W	0-4-0	B&O Museum
1848	*Memnon*		B&O	0-8-0	B&O Museum
1848	*Pioneer*		C&NW	4-2-0	Chicago Historical Society
1851			CV	2-2-2T	Smithsonian
1856	*William Mason*		B&O	4-4-0	B&O Museum
1858	*Rogers*		SA&G	0-4-0	Henry Ford Museum
1858	*Daniel Nason*		B&P	4-4-0	National Museum of Transport
1862	No.1		CPRR	4-4-0	California State Railroad Museum
1863	*C.P. Huntington*		SP	4-2-4T	California State Railroad Museum
1864	No.1		ST&E	4-4-0	Travel Town
1866	No.1		MTW	0-2-2-0	Mt. Washington
1872	No.40		GTR	4-4-0	Museum of Science (Ottawa)
1873	No.12		V&T	4-4-0	California State Railroad Museum
1873	No.18		V&T	4-4-0	Nevada Railroad Museum
1873	No.173		B&O	4-6-0	National Museum of Transport
1873	No.274		C&NW	4-4-0	National Museum of Transport
1875	*J.C. Davis*		B&O	2-6-0	B&O Museum
1875	No.20		V&T	2-6-0	Pennsylvania Railroad Museum
1875	No.21		V&T	2-4-0	California State Railroad Museum
1875	No.1	3 ft.	CTLF	2-6-0	Nevada Railroad Museum
1875	No.22		V&T	4-4-0	Nevada Railroad Museum
1876	No.12	3 ft.	NPC	4-4-0	California State Railroad Museum
1876	*Maud*		SRY	0-4-4T	Duluth, Georgia
1878	*Duchess*	3 ft.	WP&Y	0-6-0T	Skagway
1879	No.1	3 ft.	NSL	2-6-0	California State Railroad Museum
1880	No.318	3 ft.	DRG	2-8-0	Colorado Railroad Museum
1880	No.191		DL&G	2-8-0	Colorado Railroad Museum
1883	No.3		WS	0-4-2T	Smithsonian
1884	No.1		ERML	0-4-0	Eureka Logging Museum

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Letters from readers

Lima nostalgia

What a load of nostalgia I got from your "Lima Revisited" piece in the November 1999 RAILFAN & RAILROAD! My rail career began in 1957 on the B&OCT. Switcher and transfer power on the "CT" was a few NW's and SW's, but mostly Lima smokers. The shot at the top of page 48 could have been taken at Barr Yard — except for the mountains in the background. None of the Limas on the Terminal were m.u. equipped, and they were all lettered for the parent B&O. The few EMD engines were mostly B&OCT engines and were m.u.-able.

As for the Chicago River & Indiana now, my first ten years on the rails were spent as an operator/leverman, and much of that at Western Avenue Tower on Chicago's South Side. There the CR&I, or "CJ" for Chicago Junction as we called it, ended with a connection to the Chicago & North Western at the old Wood Street Yard. One bitter January night I arrived at work at midnight to find a gang of trackmen and carmen trying to re-rail one of those CR&I Limas that had strayed onto CT rails through a mis-lined switch and over a derail in the interlocker. They were trying to do the job with re-railing frogs and one of the little B&OCT SW's. The gandies would struggle to place the frogs and spike them down. Then the little EMD would tug and blow sand, and the whole shebang would slip along the ties a few feet. Then the process would be repeated. The New York Central mechanical guy would wince at the damage his engine was taking. About 4:00 a.m. the trainmaster in charge got another engine out of Robey Street yard to help. The only thing that happened was that the CR&I engine slid further.

Along about dawn, the engine had been pulled so far along the ties it was back outside of the interlocker. The superintendent then pulled the B&OCT gang off the job. An hour or so later a small CR&I steam wrecker arrived and plopped the Lima back on the iron inside of the ten minutes.

The C&NW had some of those Limas too. One winter weekend they laid one of them up on a pocket track not far from my tower where it idled from Friday afternoon until Monday morning. Early that Monday morning the engineer climbed on the engine and started to move it to switch out some loads of spuds. As soon as the engine revved up white smoke, then flame, began to shoot out of the exhaust stack. The hogger must have quickly opened the field switch and pulled the throttle open. A bright sheet of flame erupted from the stack for fully five minutes while the diesel fuel that had accumulated in the exhaust system over two and a half days burned off. Black smoke? And how!

What a load of nostalgia! Thanks.

FRANK CARRARO
SENECA, ILLINOIS

Army railroads

As always, I enjoyed reading each issue of R&R, especially the article in the August '99 issue titled "Army Railroading." There were, however, some significant errors in the history of the unit described. Since your magazine and its readers are sticklers for historical accuracy, I'm providing you with these corrections.

The 729th Railway Operating Battalion was not activated for World War II service "due to a shortage of military rail units." The small pre-war Army had *no* railway operating or shop battalions in its force structure. All such units were in the Reserve, sponsored by major civilian

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railway companies, where they could practice their skills.

The 714th Railway Operating Battalion, described in the article as an active duty unit, was actually a Reserve unit as well. It was sponsored by the Chicago, Milwaukee, St. Paul & Pacific and served in Alaska. Retained on active duty after the war, it served in the Korean War and continued on active duty for many years until it was inactivated on June 26, 1972. A small number of 714th troops remained in the tiny 1st Railway Detachment, which survived until September 30, 1978, when it too was inactivated, marking the end of active duty railway units.

The 729th did not become associated with the Military Traffic Management Command in 1979 or move from New Haven to Middletown, Connecticut, in 1981 because it was inactivated on September 30, 1976. In the wake of its inactivation, the Army formed three small, separate transportation detachments: the 76th, 146th and 301st. The 76th conducted railway operations, the 146th did track maintenance, and the 301st was organized for rail terminal operations. These units served until their joint inactivation on February 16, 1981. At that time their assets were merged to form the U.S. Army Transportation Railway Services Unit. Later reflagged as the 1205th TRSU, it became the 1205th Transportation Railway Operating Battalion in May 1994. This unique unit was formed specifically to support the Military Ocean Terminal, Sunny Point (MOTSU), North Carolina. Were it not for the MOTSU mission, in all likelihood there would be no 1205th or any other Connecticut rail unit today.

According to the rules of Army history, there is no lineage connection between the 729th, the three detachments, and today's 1205th. The 729th was a "TO&E" (Table of Organization & Equipment) unit, using a standard structure for railway operating battalions. The 1205th is a "TDA" (Tables of Distribution & Allowances) unit, organized for a specific purpose — in this case, supporting the rail operations and track maintenance at MOTSU. TO&E units cannot be redesignated as TDA units, according to the U.S. Army Center of Military History. The lineage and honors of the 729th ended with its inactivation in 1976. Just as a spin-off short line running on tracks formerly operated by a Class One cannot lay claim to the corporate lineage of the previous operator, so too is a military unit unable to lay claim to the lineages and honors of a different previous unit.

The article also states that the 1205th was the only Reserve rail unit activated for Gulf War duty. Members of the 1205th who served at MOTSU during the mobilization will recall being supplemented by troops of the Reserve's only TO&E railway battalion, the much larger 757th Transportation Battalion (Railway), based in Milwaukee, Wisconsin. (This unit's mission was to operate trains over 90 to 120 miles of track in a combat theater, most likely in Europe, but the Gulf War mission found its troops at MOTSU instead. Today its mission has been refocused from stopping the Soviet Army to operating the port railway at Pusan, Korea, in the event of a North Korean attack.) Also on site were Florida reservists, most likely from the 143rd Transportation Command, a unit which has since eliminated rail skills from its organization.

The full story of military railway units, from the Coast Artillery regiments with rail-mounted guns, railway operating and shop battalions, railway grand divisions, hospital and ambulance trains, to the two remaining Reserve units of today, has yet to be written, but is rich in history. The units and their veterans deserve an accurate accounting of their fascinating history. Those seeking to research military railway units can start at the U.S. Army Center of Military History at Fort McNair in Washington, DC, as well as the National Archives in suburban Maryland.

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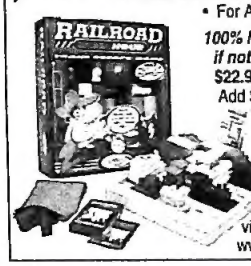

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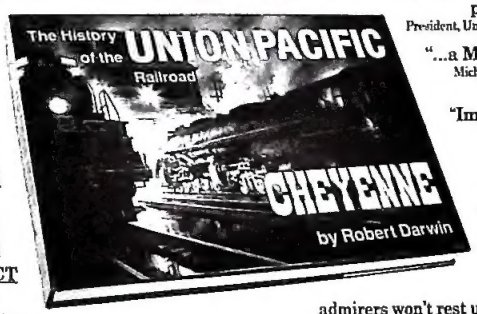

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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

RAPID CITY, SOUTH DAKOTA, through January 12. Collection of railroad memorabilia at the Journey Museum featuring a chronological restrospective of the railroads' contribution to the development of western South Dakota and the industries of mining, forestry and ranching. For information contact the Journey Museum, 222 New York Street, Rapid City, SD 57701; 605/394-6923; e-mail *journey@journeymuseum.org.*

NASHVILLE, TENNESSEE, December 4. Excursion to Watertown, Tenn., for Christmas in the Country behind E8 diesels. For complete information contact the Tennessee Central Railway Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/781-0262; e-mail *hultman1305@earthlink.net.*

ROCKHILL FURNACE, PENNSYLVANIA, December 4. Ride with Santa at the Rockhill Trolley Museum on Meadow Street. All children receive a free gift.

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 248/541-1000 or 800/594-5162; *www.concentric.net/~bmcnrhs*) will operate the following events.Contact the Chapter for complete information.

December 4, 11 and 18, Christmas Lights excursion to Cross Roads Village, Dearborn, Royal Oak and Livonia with dinner, steam train ride, Huckleberry Railroad shop tour.

February 5-7 and 12-14, Algoma Central snow train from Sault Ste. Marie to Agawa Canyon with bus connection from Dearborn and Royal Oak.

WINNSBORO, SOUTH CAROLINA, December 4-5. Ride with Santa Claus at the South Carolina Railroad Museum (110 Industrial Park Road between S.C. Hwy. 34 and U.S. Hwy. 321). Trips begin at 9:30am on Saturdays, 12 noon on Sundays, last trip departs 4pm each day for 45 minute ride. Tickets $5, kids $3, first class lounge $9. Information from S.C.R.M., P.O. Box 7246, Columbia, SC 29202-7246; 803/635-4242 or 704/393-0335; *www.scrm.com.*

WASHINGTON, PENNSYLVANIA, December 4-5 and 11-12. Santa Trolley at the Pennsylvania Trolley Museum. Trolleys depart 11am-5pm, fare $6, seniors $5, kids $4. For more information contact Scott Becker, 1 Museum Road, Washington, PA 15301-6133; 877/728-7655.

WHIPPANY, NEW JERSEY, December 4-5 and 11-12. Santa Claus Specials at the Whippany Railway Museum. Trips depart hourly on the half-hour, 12:30pm-4:30pm. Fare $7, kids under 12 $4, babes-in-arms free. Advance reservations strongly recommended (no advance sales for 12:30 trains). For tickets and information contact Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

COOPERSVILLE, MICHIGAN, December 4-5, 11-12 and 18-19. Santa Trains on the Coopersville & Marne Railway. For information contact the railroad at P.O. Box 55, Coopersville, MI 49404; 616/837-7000.

NEW YORK, NEW YORK, December 11. Combination banquet/tour sponsored by the New York Railroad Enthusiasts. Tour departs the Whitehall Street Terminal of the Staten Island Ferry at 9am for a trip across the bay, followed by a ride on the Staten Island Rapid Transit with a shop tour. Trip continues to restored Richmond Town for a tour and banquet before returning to Manhattan at 7pm. All-inclusive price is $37. Make checks payable to "RRE NY Div. Trip Fund" and mail to New York Railroad Enthusiasts, P.O. Box 040320, Staten Island, NY 10304.

NASHVILLE, TENNESSEE, December 11-12. Trains of Christmas at the Tennessee Central Railway Museum. Activities include operating model railroads, equipment tours, lunch in a dining car, meet Santa in a caboose, more. Admission $4, kids under 12 $1, family maximum $10, Boy/Girl Scouts in uniform free. For more information contact the Tennessee Central Railway Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/781-0262.

ROCKY MOUNTAINEER RAILTOURS (800/665-7245; *www.rockymountaineer.com*) is offering 35 package options involving five different train departures. Trains depart Vancouver, B.C., for Banff, Alberta, on **December 18 and 22**, Vancouver to Calgary on **December 18 and 22**, and Banff to Vancouver on **December 20**. Package options include skiing, nature tours and gourmet dining. For complete package details contact Rocky Mountaineer Railtours.

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733; *www.durangotrain.com*) will hold the following special events. Contact the railroad for complete details.

December 18-23 and 26-30, Holiday Light Parade Trains to Hermosa with Santa, lighted houses.

December 31, New Year's Eve Moonlight Train, with train ride to Cascade Canyon, champaigne and hors d'oeuvres onboard, dance at the roundhouse museum after the trip. Fare $75, kids $53, call or write for reservations.

STRASBURG, PENNSYLVANIA, December 27. Home for the Holidays at the Railroad Museum of Pennsylvania. Meet engineers, ticket agents and passengers in a nostalgic look at holiday travel. Admission is $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family maximum $16. For more information contact the Friends of the Railroad Museum of Pennsylvania, P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm.*

PHILADELPHIA, PENNSYLVANIA, January 29. *Super Saturday Streetcar Special VII* sponsored by the Wilmington Chapter NRHS over SEPTA's streetcar routes. Trip will feature PCC 2732 and Peter Witt 8532 with multiple quality photo stops. Trip departs Elmwood car barn at 10am. Tickets $35 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (8am-6pm ET); *steve@daylightimages.com.*

NEW YORK, NEW YORK, February 18-21. Trip to Charleston, South Carolina, via Amtrak's *Silver Meteor* and *Silver Palm*. Friday night train trip south, tours of Charleston historic and rail sites Saturday and Sunday, return Monday. Cost is $470 per person, includes lodging in Charleston, two meals on the train and a banquet. For reservations/information contact New York Railroad Enthusiasts Trip Committee, c/o Mr. Arthur Bird, 94 Mountain Avenue, Gilette, NJ 07933.

WASHINGTON, NEW JERSEY, February 19. EastRAIL 2000 at the Warren Hills Regional High School sponsored by the United Railroad Historical Society of New Jersey and the Friends of the New Jersey Railroad & Transportation Museum. Tentative list of presenters includes Joe McMillan, Ron Flanary, Brad McClelland, Frank Etzel, Steve Brown, Mark Perri, Gary Zuters and others. Tickets $10 in advance, $12 at the door. Information and tickets from United Railroad Historical Society, P.O. Box 711, Clark, NJ 07066; 732/671-9644 (evenings).

BOSTON, MASSACHUSETTS, April 14-23. Arizona Adventure departing Boston-Worcester-Springfield via Amtrak's *Lake Shore Limited* connecting with the *Southwest Chief*. Grand Canyon tour included, all-inclusive fares start at $1100 coach

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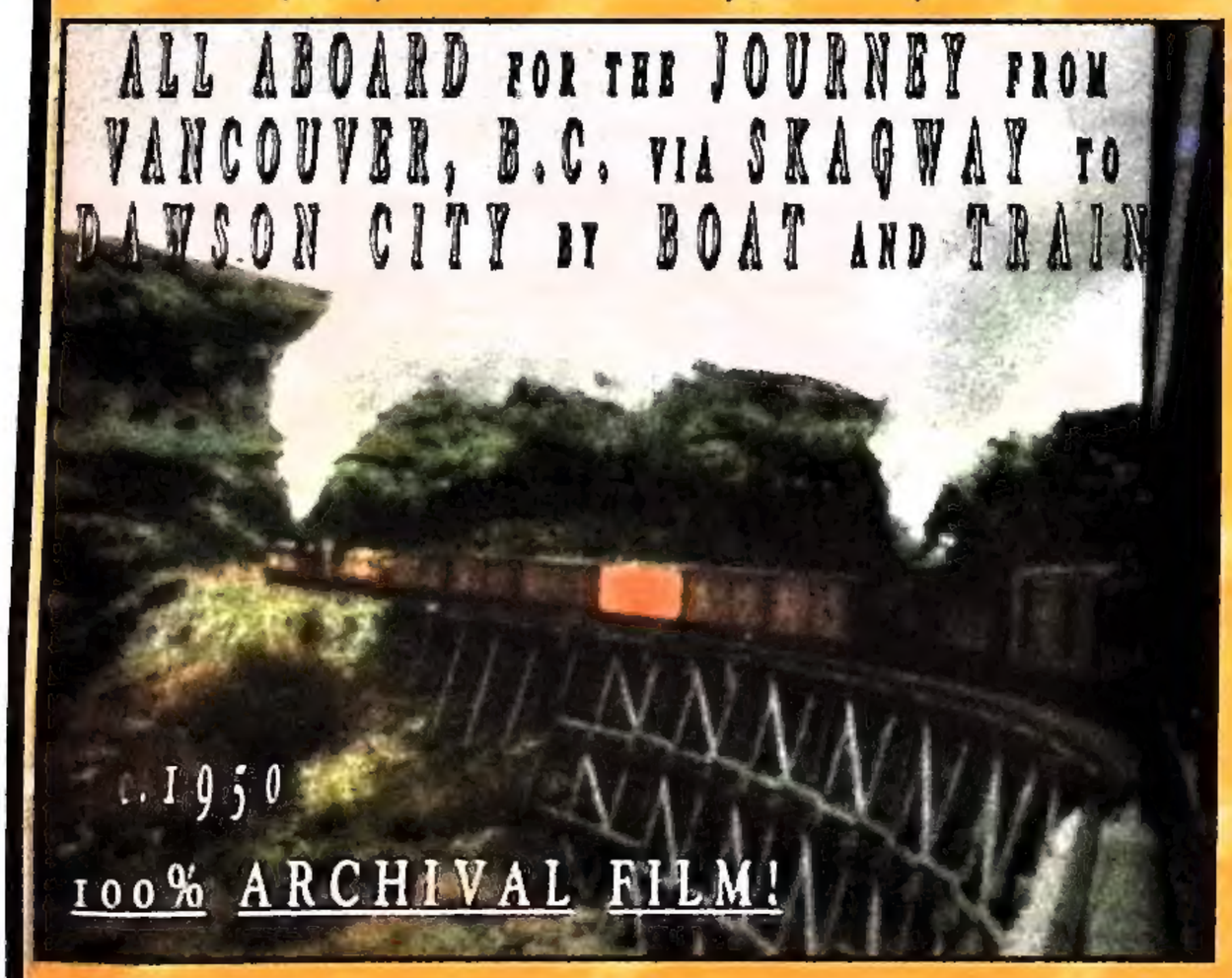

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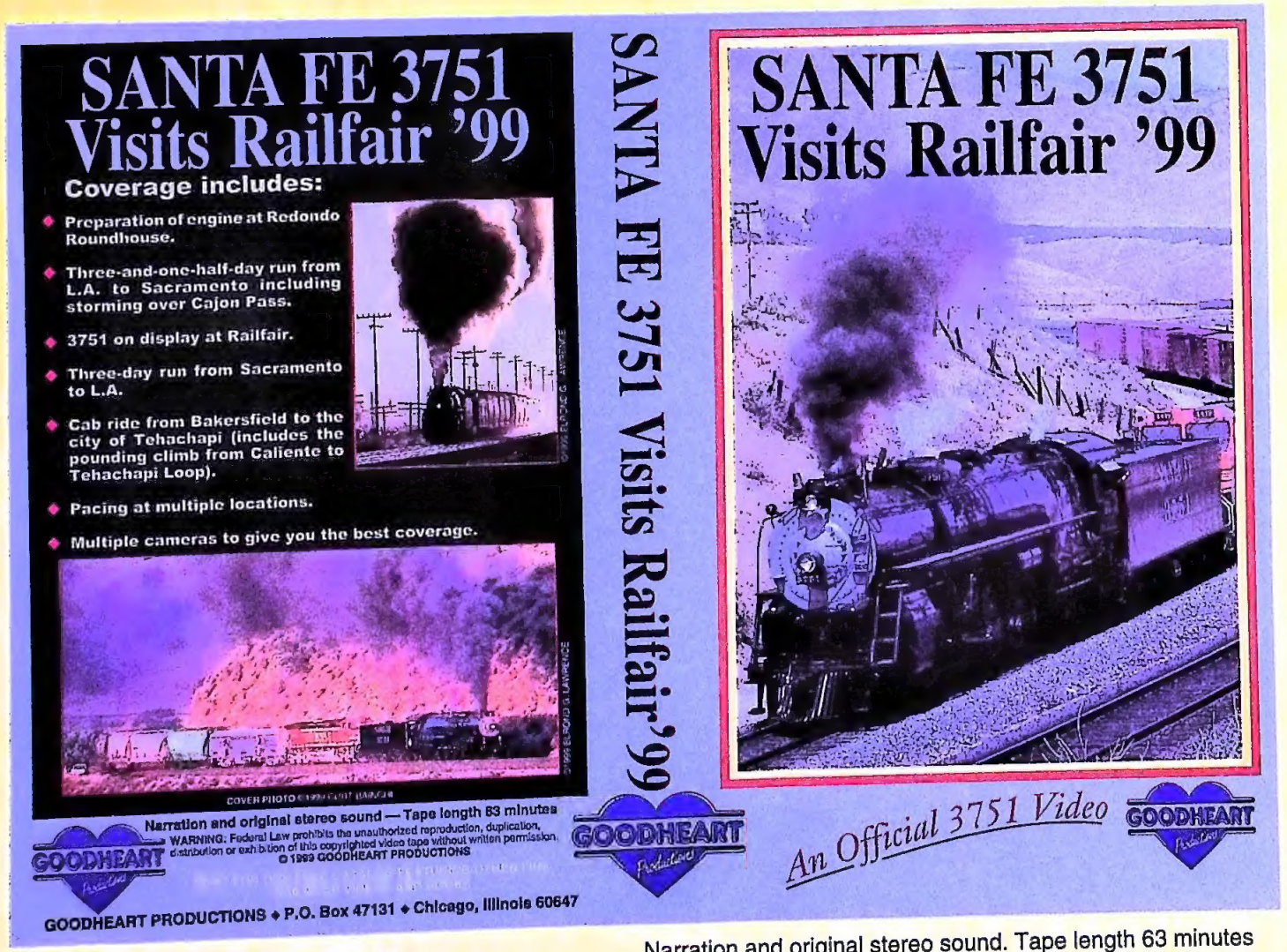
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class. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

RAILROADIANA MEETS

MARION, OHIO, December 4. Marion Union Station Association's 14th Annual Model Train, Farm Toys and Car Collectors SHow at the Evers Arena, Marion County Fairgrounds, East Fairgrounds Street, 11am-4pm. Admission $2, kids under 12 free with adult. Information: Jerry Richie, 556 Siesta Drive, Marion, OH 43302; 740/389-5162.

OKLAHOMA CITY, OKLAHOMA, December 4-5. Oklahoma City Train Show sponsored by the Central Oklahoma Chapter NRHS at the Transportation Building, Oklahoma State Fairgrounds, N.W. 10th & May Avenue, Saturday 9am-5pm, Sunday 11am-5pm. Admission $5, kids under 12 free. Information: Ed Birch, Jr., 1313 West Britton Road, Oklahoma City, OK 73114; 405/842-4826.

TEHACHAPI, CALIFORNIA, December 4-5. 5th Annual Holiday Extravaganza & Swap Meet sponsored by the Tehachapi Loop Railroad Club at the Tehachapi Veteran's Hall, 125 East "F" Street, opening at 10am. Free admission. Information at 661/823-8514.

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.

December 4-5, Cincinnati, Ohio, Convention Center.
December 4-5, Del Mar, Cal., Del Mar Fair.
December 11-12, Henrietta, N.Y., Dome Center.
December 11-12, Kansas City, Mo., American Royal Complex.
December 11-12, Costa Mesa, Cal., Orange County Fairgrounds.
December 18-19, Tampa, Fla., Florida State Fairgrounds.
December 18-19, Wichita, Kan., Century II.

ORCHARD LAKE, MICHIGAN, December 5. Orchard Lake St. Mary's Trains-By-the-Lake at the Dobrowski Gym, 3535 Indian Trail Road, 11am-4pm. Admission $2, family $5. Information: Richard F. Broo, 1846 Wood Park Lane, Commerce Township, MI 48382; 248/360-6112.

NEW PHILADELPHIA, OHIO, December 12. CJ Trains Winter Train & Toy Show at the Holiday Inn Conference Center, 131 Bluebell Drive S.W. (Exit 81 off I-77), 10am-4pm. Admission $3, kids under 12 free. Information: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488 after 6pm.

WESTPORT, CONNECTICUT, December 12. Southern Connecticut Railroadiana & Artifact Show sponsored by Golden Spike Enterprises at Staples High School Fieldhouse, 70 North Avenue (Exit 18 off I-95), 9am-4pm. Admission $5, kids under 12 free. Information: Alan Altman, 12 Southwedge Drive, Getzville, NY 14068; 716/689-9074.

COLUMBUS, OHIO, December 18. Buckeye Railroadiana & Model Train Show at the Ohio Expo Center Lausche Building, 9am-4pm. Admission $5, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

WIND GAP, PENNSYLVANIA, December 19. Slatebelt Area Train & Toy Show at the Plainfield Township Firehouse, Sullivan Trail, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Jean Niedosik, R.D. #2 Box 2532, Saylorsburg, PA 18353; 570/620-2346 (before 9pm); e-mail *Jeanie@noln.com.*

SAN RAFAEL, CALIFORNIA, December 19. Great Western Train Show at the Marin Civic Center, 10am-4pm. Admission $6, kids under 12 free. Information: Alan Shattuck, 700 Larkspur Landing Circle, Suite 199, Larkspur, CA 94939; 415/461-6844.

MAUMEE (TOLEDO), OHIO, December 26. Friends of Toledo Model Railroaders Train Show & Swap Meet at the Lucas County Recreation Center (Fairgrounds), 2901 Key Street, 11am-4pm. Admission $3, kids under 14 free. Information: Steven Scanes, 6245 Foxcroft Road, Toledo, OH 43615; 419/841-7492.

WARREN, MICHIGAN, January 2. Train & Toy Show at DeLaSalle High School, 14600 Common Road, 10am-3pm. Admission $2, family $5. Information: James W. Lavigne, 39300 Twenlow, Clinton Township, MI 48038; 810/469-1900.

HAMILTON (WENHAM), MASSACHUSETTS, January 8. 8th Annual Model Railroad & Railfan meet sponsored by the Wenham Museum at the Winthrop School Auditorium & Gym, Bay Road, Route 1A, 10am-4pm. Admission $3, kids 6-14 $1, family $7 (good for half-price same-day admission to Wenham Museum). Information: Lindsay Diehl, Marketing Director, Wenham Museum, 132 Main Street, Wenham, MA 01984; 978/468-2377.

FREEPORT, NEW YORK, January 9. 10th Annual Winter Train Show & Exhibition sponsored by the Great South Bay Model Railroad Club, Inc., at the Freeport Recreation Center, 130 East Merrick Road, 11am-4pm. Admission $3, kids under 12 free with adult. Information: Kevin McKay, 66 Van Buren Street, Freeport, NY 11520; 516/223-9357.

SAVANNAH, GEORGIA, January 15-16. 11th Annual Model Railroad & Train Show sponsored by Coastal Rail Buffs, Inc., at the National Guard Armory, 1248 Eisenhower Drive, 9:30am-4:30pm. Admission $3, seniors/students $2, kids under 12 free with parent. Information: Ken Huffman, 414 Inglewood Drive, Savannah, GA 31406; 912/927-4976; *kenhuff@bellsouth.net; www.coastalrailbuffs.org.*

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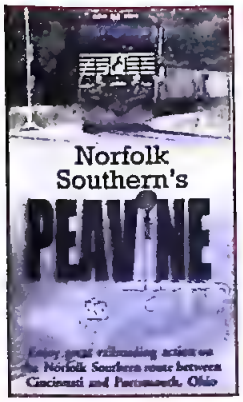

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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Northern Pacific rotary restored

IN WASHINGTON STATE, members of the Puget Sound Railway Historical Association have cosmetically restored former Northern Pacific rotary plow No.10, built by Alco-Cooke in 1907 for service on Stampede Pass. For decades the rotary has been stored in the yard at Snoqualmie along with the association's extensive collection of steam locomotives and rolling stock. That is until recently, when it was decided to prepare the rotary for display at the association's Northwest Railway Museum, located at the Snoqualmie depot. The plow is in good mechanical condition, needing only flues and minor work to return to service, but full restoration was ruled out since there is not enough snowfall in the area to justify an operational restoration.

Volunteers have since prepared and painted No.10 a dark gloss black after first priming the carbody with a zinc urethane primer. Authentic NP lettering will follow. At the present time, there are no funds available to replace the carbody windows, but the doors and cab windows were repairable and have been reinstalled.

Besides the museum, the Puget Sound Railway Historical Association operates the Puget Sound & Snoqualmie Valley Railroad, which offers diesel-powered excursions between Snoqualmie Falls and North Bend. In operation since the mid-1960's, steam was used to power the train up until 1993. Former U.S. Plywood 2-6-6-2 No.11 served as power for the tourist trains and has since been retired. Current operations rely on former Kennecott Copper RSD4 No.201 and an ex-Weyerhaeuser Timber Co. Fairbanks-Morse H-12-44. A steam locomotive may be returned to service in the future. For more information about the museum, and for train times, fares and schedules please consult the PSRHA's website at *www.trainmuseum.org* or contact them at P.O. Box 459, Snoqualmie, WA 98065-0459.

Soo Line 2719 update

After the May 1999 accident on the Wisconsin Central (see August 1999 R&R), Soo Line 4-6-2 No.2719 has been undergoing repairs inside the former Chicago & North Western roundhouse at Altoona, Wisconsin. While it was initially hoped that the work would be completed by September 1999 for a series of planned excursions, this was not possible, and the trips were canceled. Much progress has been made, however, toward No.2719's return to service.

Much of the work is being performed by Gary Bensman's Diversified Rail Services, with additional help from Scott Lindsay of Steam Locomotive Corporation; Bill Yuill of Historic Machinery Service Corporation; and Ron Larsen from Southwest Steam Locomotive. Of course, many people from the Locomotive & Tower Preservation Fund, the operators of No.2719, are also

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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WINTER ON THE WISCONSIN CENTRAL

See the snow fly on the WC in January, 1999, in fair weather and foul, snow, sunshine and pouring rain. Lots has changed since our 1996 visit, Byron Hill is being double tracked, and CN has run-through trains, as do NS & CSX. We concentrated on the areas around Junction City and Byron Hill to catch all the action.
60 minutes WOWC $22.95

SAINT LAWRENCE & ATLANTIC
CV GP9's, GATX MP15's and GP40's and CN GP40-2L's during the winter of 1991-2. Snow, ice and bitter cold in the splendid winter scenery of Maine, New Hampshire and Vermont. Danville Junction to Island Pond.
STLA 80 mins $24.95

WINTER IN THE WASATCH
Utah's Wasatch mountains in December, 1998. Superb Winter sunshine on Soldier Summit, 6 unit Utah RR helper sets, BNSF on trackage rights. UP in Weber & Echo Canyons. Heavy duty mountain railroading in superb scenery.
WASA 2 hours $35.95

WINTER ON THE B&A
Conrail in the snow on the old Boston & Albany. A 2 foot blizzard on Washington Hill Summit, Amtrak and a freight headlight to headlight on Charlton Hill. Excellent reviews in "Trains" and "Railfan" "Often dramatic imagery", "Real time and competent coverage".
WOBA 2 hours $29.95

THE NEW ENGLAND CENTRAL
New England's newest in February 1995, right after start up with the southbound job out of Palmer. We chased the northbound job out of Brattleborough in December and frigid January, NEC's blue and orange looking great against the snow. Some CV scenes to show how it was. **TNEC 75 mins $29.95**

WINTER ON THE MRL
Montana Rail Link in February, 1997. Huntley to Sand Point over Bozeman Hill, Winston Hill and Mullan Pass. Lots of older power and lots of snow, plus BNSF. Semaphores along the Clark Fork.
MRLW 2 hours $35.95

WINTER ON KICKING HORSE PASS
February 1997 in the Canadian Rockies, with chest deep snow and action red SD40's. What more could you ask for? Superb scenery, including Morant's Curve and Kicking Horse Pass. **KICK 90 mins $29.95**

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January 1997, lots of snow and sunshine and superb scenery during the pass's last winter before closure. The sight and sound of 4 head end AC's, 4 AC swing helpers and 2 AC's on the rear of a mammoth coal train grinding through Mitchell is a memorable experience. **WOTP 2 hours $35.95**

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involved in the rebuilding.

In June, the drivers were shipped to Lunar Tool & Machinery in St. Louis, where they were pressed off the axles and inspected for damage. During this process it was discovered that damage to the left rear drive wheel was so extensive that a replacement would have to be made. After building a wood pattern, the new drive wheel was sand-cast in August, and has been shipped (along with the other drive wheels) to the Tennessee Valley Railroad Museum's wheel shop in Chattanooga for final machining and truing. A new axle was required due to scoring on the original, and new tires have also been ordered and installed on all drive wheels.

As for the frame, after an inspection for bent, broken and cracked items, new wedges and shoes for the driver boxes have been cast to replace the damaged originals. The left crosshead yolk was found to be bent and is being straightened and machined. All brake assemblies, including the brake rigging (as well as much of the spring rigging and equalizing parts), have been removed, sandblasted and repaired as necessary. Also, two new way sheets (found in the valve motion area between the first and second drivers, they provide support between the boiler brackets and the frame) have been fabricated. The pilot is being rebuilt and straightened, and new air tanks are being manufactured to replace the damaged ones.

The crew rebuilding No.2719 hopes to set the locomotive back on her refurbished drive wheels before the end of 1999. The lead truck has already been disassembled and inspected for damage and is ready to be re-installed. Current attention has been focused on the repair and alignment of the valve motion, including work to the driver pedestals and frame parts that must be completed before the engine can be set back on the drivers.

With much of this repair work already completed, many excursions with No.2719 are being planned for the spring, summer and fall of 2000. Be sure to watch the TIMETABLE section for announcements of upcoming trips. For updates, see the 2719 website at *www.2719.com*.

RGS coach No.256

The Galloping Goose Historical Society of Dolores, Colorado, has purchased former Rio Grande Southern coach No.256 for restoration and display next to their replica of the RGS Dolores depot. The car, still in nearly original condition, is missing only trucks, couplers and part of a wall that was removed by a previous owner. Since 1955 it has been used as a home in the Dolores area.

No.256 was constructed by Jackson & Sharp in 1880 for the Denver & Rio Grande and was sold to the Rio Grande Southern in 1890, where it served out most of its career as a passenger coach and then as an outfit car until retirement in 1952. It was being used as an outfit car during the 1952 scrapping of the line when it and RGS box car 01885 ran away (see the book *Silver San Juan* by Mallory Hope Ferrell, page 565). The car, somewhat the worse for wear, was eventually salvaged and moved to Dolores and converted for use as a family home. In June 1999, the coach was offered for sale, and by August 1999, enough donations had been collected from the citizens of Dolores

and elsewhere to secure the car for the historical society. Movement to the depot was made in September, and restoration of the car is underway (suitable trucks were acquired from the Durango & Silverton).

Besides the RGS coach and depot, the Galloping Goose Historical Society has, naturally, one of the original Rio Grande Southern Galloping Goose motor cars, No.5, which has been restored and operates on occasion over the nearby D&S or Cumbres & Toltec Scenic. When not running, the "goose" can be found on display in front of the depot.

For more information, or to make donations to the No.256 car project, the track fund, or the general operating fund, contact the society at 421 Railroad Avenue, P.O. Box 297, Dolores, CO 81323. Thanks to Stan Jennings.

Alder Gulch Short Line

Former Ferrocarril Mexicano 2-8-0 No.12, a narrow gauge 1910 Baldwin which I first told you about in the November 1998 LINESIDE LEGACY, has been shipped to Nevada City, Montana, and is now in service on the Alder Gulch Short Line Railroad. The engine was trucked from its restoration site at the Escanaba & Lake Superior shops during the summer of 1999, to Nevada City, where E&LS and Montana Rail Link crews have rebuilt a mile and a half of 30-inch narrow gauge track where the locomotive can run (the track was installed in the early 1960s by the first AGSL tourist railroad). There are wyes at both ends of the line, Nevada City and Virginia City, which means No.12 can lead the train smokebox-first at all times. On September 10th, the engine made an inaugural run over the line with Montana Governor Marc Racicot riding in the cab. A "gold spike ceremony" was also held. The "new" Alder Gulch Short Line is operated during the summer months by the Montana Heritage Commission, and plans call for No.12 to power many of the regular trains, with modified motor cars handling the rest. The railroad can be reached by writing the Montana Heritage Commission, P.O. Box 201201, Helena, MT 59620-1201.

Rare NYC 0-6-0 to Utica

The Utica & Mohawk Valley Chapter, National Railway Historical Society, has acquired former New York Central 0-6-0 No.6721 from the Carillon Historical Park of Dayton, Ohio, which has displayed the locomotive in their transportation collection since 1980. No.6721 was built by the American Locomotive Company in 1913 as New York Central & Hudson River Railroad No.621 and, after many years of service, it was sold to the Central Illinois Public Service Company which eventually donated it to the Mid-Continent Railway Museum. Stored for many years in Wisconsin, the switcher was eventually sold to the Music & Arts Foundation of Dayton, where it was cosmetically restored.

Shipped to Utica via Norfolk Southern and Susquehanna, NYC No.6721 will become part of the Utica & Mohawk Valley Chapter's equipment collection, which includes former Adirondack Railway RSC2 No.25 and an assortment of passenger cars displayed at Utica's Union Station. The 0-6-0 is one of only a handful of preserved New York Central steam locomotives known to exist. Thanks to Mike Del Vecchio.

"No More Mindless Runbys" Our tapes Show the Whole train

See post "Day One" action on CSX and NS

"The Cheetah & the Thoroughbred, Part I - CSX's New Expressway"

On June 1st, 1999, CSX and Norfolk Southern split up Conrail and began operating their respective shares. The greatest change took place on the newly double tracked CSX main line across northern Ohio and Indiana between Greenwich, Ohio, and Chicago, the former Baltimore and Ohio Chicago line. Overnight the number of freight trains on this line, which CSX has dubbed their "New Expressway", went from around 25 a day to 50. As you will see, this is not your father's CSX. And the power was a rainbow of colors also. Seven weeks after "day one", we caught over 24 hours of awesome action in late July of 1999 on CSX's New Expressway at Milford Junction in northeastern Indiana, 113 miles east of Chicago. At Milford Junction the former Conrail Marion branch, now owned by NS, crosses the CSX main at grade. 141 minutes. $33.95.

"The Cheetah & the Thoroughbred, Part II - NS Chicago Lines"

Part II of "The Cheetah and the Thoroughbred" shows the trains and operations in northern Indiana on both on Norfolk Southern's main lines into Chicago from the east - the former Conrail Chicago Line on Otis Hill between South Bend and Porter, and NS's original main line from Fort Wayne to Chicago, around Hobart, IN. The power was a raibow of colors also. Seven weeks after "day one", we caught over 24 hours of awesome action on each of these busy lines into Chicago. Two tape Set. Three Hours, 48 Minutes. $45.95.

See action on Conrail before "Day One"

"The Trains of Horseshoe Curve"

What railfan has not heard of Conrail's Horseshoe Curve, six miles west of Altoona, PA. This video shows trains at Altoona, the top of The Hill, The Curve itself, and then all the trains that run around The Curve for 24 hours on the more accessible West Slope west of Cresson. Peak days see as many as 60 trains around The Curve. Six or more helper sets are in use at once. All scenes were shot in July of 1998, just before NS and CSX took financial control of Conrail. Two tape set. 3 Hours, 25 Minutes. $41.95.

"Conrail's Spectacular River Line"

With high bridges, tunnels, miles of river running, and scenic overlooks, Conrail's River Line along the Hudson between northern New Jersey and Selkirk is arguably the most scenic rail line in the East. And the number of trains has tripled in recent years. This video shows many of the scenic highlights and then all the trains on CR for 24 hours in August of 1998. 103 minutes. $27.95.

"24 Hours at Berea - Crossroads of Conrail"

Berea, OH, 12 miles west of Cleveland is where Conrail's mainlines between Chicago and Philadelphia, and New York to St. Louis cross at grade. With up to 80 trains in 24 hours, this well known railfan hotspot was the busiest single point on Conrail. Simply put, Bera was the hot spot of Conrail. This video shows 24 hours of action at Berea in May of 1998. Two tape set, 4 hours, 10 minutes. $45.95.

"The Trains of Cajon Pass 1999"

This video shows the trains and the drama of mountain railroading at one of the West's most awesome places to watch trains - Cajon Pass. With its steep grades, spectacular scenery, and as many as 80 trains in 24 hours, this is certainly one of the seven wonders of the railfan world. BNSF with its rainbow of colors recently replaced the Santa Fe, and the UP replaced the SP. Thanks to the explosion of intermodal traffic in recent years on the Santa Fe, now BNSF, the number of freight trains on Cajon Pass has doubled since 1970. First is action on all three tracks at many of the scenic highlights including Steins Hill, Sullivan's Curve, Summit, and Alray, then 24 hours of continuous action on the joint BNSF-UP line between Verdemont and Hesperia in April of 1999. Two Tape Set. Four hours, 8 minutes. $45.95 .

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"The Trains of Tehachapi 1999"

To fans that have been there Tehachapi is an awesome place and one of the seven wonders of the railfan world. This video shows all the trains on what has been called the busiest single tracked mountain rail line in this country. The changes in recent years have been many. First, Burlington Northern Santa Fe with its rainbow of colors and unlimited power replaced the Santa Fe in 1995, and the Union Pacific's yellow took over the Southern Pacific's red and gray a year later. To see trains begin the climb at the Caliente Horseshoe and cross over themselves at the loop are sights that will never be forgotten. We caught trains at most of the well known spots including Caliente, Bealville, the summit at Tehachapi, and the loop. This tape shows all the trains for 24 hours in April of 1999 on this engineering marvel known as Tehachapi. 141 minutes. $33.95.

Expert commentary tells the story of today's railroading and recent changes. All trains are shown in their entirety and are identified by symbol and destination.

"Thunder on the Seligman Sub"

Northern Arizona has some of the most incredible freight railroading on this planet as Burlington Northern Santa Fe's awesome fleet of intermodal trains charges up and down the 1.0% plus grades of the Seligman Sub across northern Arizona. This former Santa Fe main line hosts more intermodal traffic than any rail line in the world. This video shows trains at the dip west of Winslow, Canyon Diablo, Darling, and Flagstaff, and then 24 hours of awesome action between Williams Junction and Supai Summit in April of 1999. BNSF's Seligman Sub hosts more intermodal trains than any rail line in the world. Two Tape Set. Three hours, one minute. $39.95.

"The Trains of Beaumont Hill 1999"

Beaumont Hill, part of the historic Southern Pacific, now Union Pacific Sunset Route, is the easiest route out of the Los Angeles Basin. Yet the long, nearly 2.0% grades on both sides of The Hill are far from being easy to surmount. Today, UP, SP, and CNW power is mixed on The Hill, and the UP uses manned helpers on many of the heavy stack and manifest trains over Beaumont. The UP has recovered from its severe congestion in 1997 and 1998, and recently several new hot "Z" trains were added to the Sunset Route, and additional trains moved off of the Central Corridor to the Sunset and Golden State Routes over Beaumont Hill. This video shows all of the trains for a day and a half between Redlands and West Palm Springs in late April of 1999 when Beaumont Hill was seeing the most freight trains in its long and storied history. 160 minutes. $35.95.

"Union Pacific in Eastern Nevada"

The Union Pacific today has two main lines across eastern Nevada that run from Odgen and Salt Lake City to northern California. These lines pass through the Pequop Mountains and then join together at Alazon to form what was once known as the Paired Track. The northernmost line out of Ogden is the former Southern Pacific's Overland Route, part of the first transcontinental railroad, and the other line is the former Western Pacific main line. Today these lines are an integral part of the Union Pacific's Central Corridor between the Midwest and northern California, and BNSF has overhead rights on the former Western Pacific line across northern Nevada. This video shows all of the action for 24 hours in May of 1999 on both lines through the Pequops and around the junction at Alazon where the famous paired track operation began. 78 minutes. $27.95.

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The Engineer's Seat

Recollections on life in the cab

by THOMAS D. DRESSLER

A Conrail Christmas present

PRIOR TO the increased involvement in railway operations by the Federal Railway Administration following the tragic Amtrak collision in Chase, Maryland, in 1987, not all railroads meted out discipline in identical manner. Many roads were strict disciplinarians, as was the N&W in pre-merger days, and the Norfolk Southern following the merger with the Southern. However, many were much more lenient. The N&W and NS were usually fair, but tough, as witnessed by the following incident in which I was involved several years ago while working as an engineer on the Columbus District of the Norfolk Southern.

On a chilly December afternoon in the late 1980s, a few days before the Christmas holiday, I was called for a Joyce Avenue Turn westbound out of my home terminal, Portsmouth, Ohio, with two units — EMD GP38 No.4155 and SD40 No.1619 — both running long hood forward. Leaving Portsmouth we had 74 cars — 57 loads and 14 "emties" (the preferred N&W spelling). Westbound we set off emty auto racks and a handful of coal at Glen Jean (Waverly, Ohio) for the Detroit, Toledo & Ironton, ten grain emties at Dorney (Circleville), a few cars of mixed freight at Watkins Yard at the south edge of Columbus, Ohio, and took the four remaining cars into the Joyce Avenue yards near downtown Columbus.

Our instructions were to turn at Joyce and return to Portsmouth, making pickups at both Watkins Yard and Glen Jean on our trip east. Because we were getting no cars out of Joyce, upon our arrival at that terminal the caboose was cut off on the Eastbound Main Line on a bridge over East 5th Avenue, located at the east end of the terminal. I pulled into Track No.1 in the New Yard (there were three separate distinct yard areas at the Joyce Avenue Terminals — Old Yard, New Yard and Penoir Yard) where the cars were cut off. Because the Joyce Avenue yards were mostly on a light westbound grade, it was also necessary to tie them down with hand brakes to prevent rollaways.

I then pulled back out on the eastbound main and swapped ends of the units for the return trip. I eased down on the caboose, coupled up and proceeded shoving east with the cab ahead of the units. The conductor and both brakemen were in the caboose visiting, and I was alone in the cab of No.1619. By the time we turned, it was after dark and a beautiful, cold, bright moonlit evening, with a very light snow falling, was ours to enjoy. I was especially

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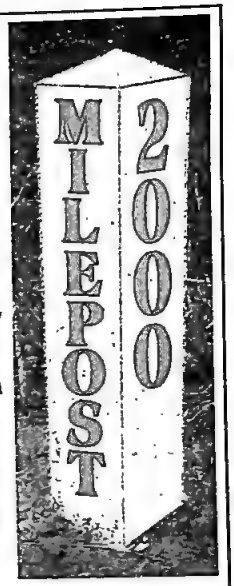

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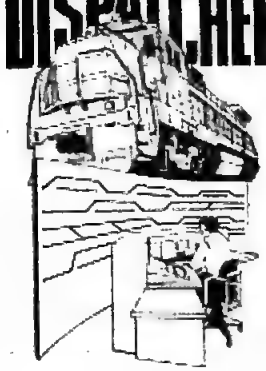

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looking forward to saluting the huge American flag displayed by a cement mixing plant just North of Chillicothe. The brightly lighted flag is was especially beautiful in the wee small hours of the morning with snow falling.

I was running from the right side, short-hood lead of the SD40 with the caboose right in my face. Leaving Joyce I had clear signals, and as our "backward lite" movement rounded the right hand curve at Frebus Avenue, I had perfect view of an approach aspect on the holdout signal at the Conrail diamond just west of the abandoned Bannon Tower about one-half mile distant. At this point, the east-west single track of the old Toledo & Ohio Central (New York Central) crossed our double tracked mains at grade. Knowing I would be heading in at Watkins yard, I looked beyond the holdout signal to the home signal at Bannon, where I expected, and received, a restricting indication, indicating I was lined into the west end of Watkins Yard. There were only about ten car lengths between the holdout and home signals at the Bannon interlocking.

When the caboose was about one car length short of the signal, it suddenly dropped red in my face giving me a "stop" indication, which in turn alerted me to a possible monumental problem. I applied the independent, or locomotive, brake with full force and applied the sand under all locomotive drivers. The caboose came to rest about 30 feet short of the diamond. The caboose and lead unit were entirely past the stop signal. About that time one of the brakies came out the rear door of the caboose and moved over to where he had a good view of me, raising the dickens because of my rough, quick stop. The caboose had been so close to the holdout signal that none of the train crew inside the cab had seen it drop red on us.

In the meantime I looked to my right and through the trees and I could see a headlight coming towards us on the Conrail track. With brake shoes squealing, sparks flying from the engines wheels and the sounds of very hard slack action running in against the blue engines, it was quite evident what was taking place. The guy had messed up and was getting by his stop signal. Believe me, those blue units and bright headlight looked awfully large. I pointed towards the oncoming headlight and the complaining brakie said nothing else about my abrupt stop. The front steps of the lead Conrail unit stopped dead center of the diamond, virtually within spitting distance of the leading end of our caboose.

Before the dust had even settled, our trick dispatcher keyed me in on the radio and asked what was going on at Bannon, as he was getting an emergency indication on his computer screen and Traffic Control board that two trains were occupying the diamond at the same time. I told him what had transpired and he asked if there had been a collision, or if anyone was hurt, to which I replied in the negative. He then instructed my crew to "sit still and do not move anything. Do not move your units. Don't touch anything!"

About this time the Conrail conductor and brakeman, who were riding the lead unit with the engineer came our way to see if anyone was hurt or if there were any problems, other than the signal drop and near-collision. He told us the engineer was new and did not have much experience on this part of the road. Satisfied with our conversation, the Conrail "Shack" then went to the Conrail lineside telephone box to contact his dispatcher and, while he was talking on the phone, the Conrail engineer, all on his own volition and with *no* instructions from anyone else, began backing his train to get off the diamond. The conductor went into orbit, and then his dispatcher informed him the train had just backed through *another* stop signal behind them. The December air was now blue, and hot enough to melt the falling snow, with the comments of the Conrail conductor as to the abilities of his engineer.

Our chief dispatcher then keyed in on the NS radio and asked me to give him the exact details of what had taken place, and to sit dead still, not to touch anything, not to move my units and don't talk to anyone other than NS officials. Because of his tone of voice and attitude, I felt sure we were in deep doo-doo, and that they might try to hang us with some of the responsibility for the near-collision.

In the meantime our trainmaster at Columbus called me on the radio and told me he was on his way from home, and for us to do nothing, say nothing, not to allow anyone near my units and don't let anyone touch anything. I was curious as to why the NS officials wanted no one to touch anything, and then I realized they would look for sand on the rails under my units to see what action I had taken to stop short of the possible collision point. Also, the TM would want to see exactly what position the throttle and brake levers on the lead unit were in. By the time he arrived, the Conrail train had backed up several more car

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lengths and was sitting dead still — *finally*!

The Norfolk Southern diesel service man from the Joyce Avenue Terminals had also arrived and removed and replaced the speed recorder tapes from my engines. (Thank heavens I had kept my speed in the required 20-to-25 m.p.h. range). Our TM asked us all what happened and, of course, the rest of them didn't know anything except what I told them. I will give the "flagmaster" (rear brakie) credit as he told the trainmaster I had made a fairly rough, quick stop. The TM made detailed notes as to how far by the stop signal I was when I stopped, who was on the engine (we told a little white fib about this one, and said the head brakie was in the cab of No.1619 with me) and who was in the caboose and the like. He measured how far the caboose was from the diamond and noted the sand on the rails of the diamond where the Conrail lead unit had stopped. He called our trick dispatcher on the ARN radio/telephone and questioned him as to how things were lined up when all of this took place, got all of the pertinent details and was satisfied we were blameless. As he discussed things with our chief dispatcher, I worked myself close to him to hear at least half of the conversation just to protect myself. Our trainmaster then told us the Conrail crew had been taken out of service on the spot, and that we were in no way involved nor at fault. He also suggested we forget the incident but did say that my close observance of the holdout signal prevented what could have been a possible fatal mishap.

By this time, with all of these delays, we were getting a little short of time under the Hours of Service Act (12 hours on duty). The TM told us to cancel our Watkins pickup, run around our caboose and proceed to Glen Jean and get our cars from the DT&I. Needless to say we were greatly relieved that we would not be involved, unless of course, Conrail held a formal investigation at which time we would probably be called as witnesses. Luckily that did not happen.

During the rest of the night, Norfolk Southern and Conrail signal people tested all signal components and circuits including the computer and CTC board in Portsmouth and found everything was working properly. The computer here showed I was operating my train in the proper manner as prescribed by the Operating Rules. During a conversation with our Assistant Superintendent a few days later, I was told the Conrail crew accepted full responsibility for the incident, the engineer was awarded 30 days on the street, and the other two crew members were returned to service the next day. I was also reminded in no uncertain terms that, had the tables been reversed — had we run past the stop signal — our entire crew would have been on the street for at least a year, if not longer. The Federal Railroad Administration considers passing a stop signal in such a manner as being the same as a collision, and discipline is to be accessed accordingly. However, it was not done in this instance. We were extremely fortunate that there was no collision and that the Man living in the "Great Roundhouse in the Sky" was watching over each and every one of us that evening. A beautiful evening was almost tragically ruined, belying the fact that things can happen so very quickly that if a person is not cognizant of what is going on around him, he may be in trouble. ∈

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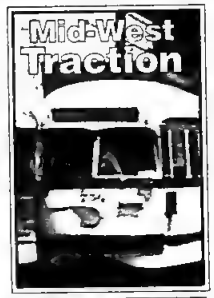

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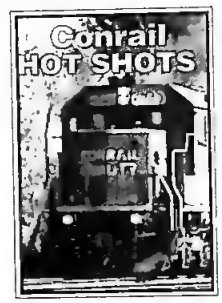

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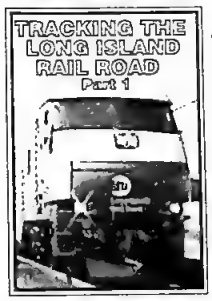

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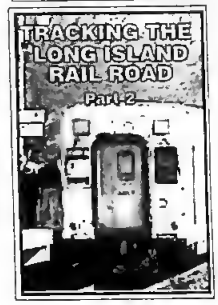

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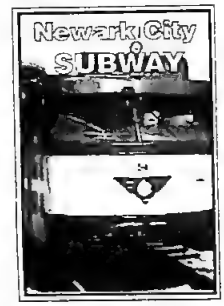

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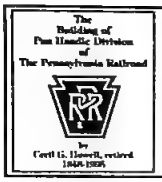

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The New York Central System Historical Society's ***New York Central 2000 Calendar*** features two, full-color paintings plus 13 black & whites, covering the NYC in both the steam and diesels eras, with a strong emphasis on passenger operations. The calendar opens up to 11″×17″ and sells for $7.95 (Ohio residents add $.46 sales tax). Order from James Suhs, NYCHS, 12152 Ann St., Blue Island, IL 60406-1040.

The Weekend Chief publishes a series of calendars on various railroads, including Amtrak, Delaware & Hudson, New York Central, Erie Lackawanna and more. New this year is the Wisconsin Central. Each calendar features 14 full-colors photographs of the subject railroad. The ***2000 Calendar of Amtrak Trains***, for instance, includes scenes of the *Empire Builder*, the new *Cascades* Talgos, a "vintage" view of the early '80s LRC and more. Each calendar opens up to 12″×18″ and sells for $9.95, plus $2.00 shipping. New York residents include sales tax. Order from Weekend Chief, P.O. Box 165, Hicksville, NY 11802.

The Tehachapi Loop Railroad Club which offered its debut calendar last year, is back with its second effort, the ***Tehachapi Rails 2000 Calendar***, featuring full-color photographs of the Loop and environs in a 13-month format. Scenes are mostly contemporary, with important dates in Tehachapi history listed for each month. The calendar opens up to 11″×17″ and sells for $11.95, plus $4.00 shipping. California residents include 7.25% sales tax. Order from Tehachapi Loop Railroad Club, P.O. Box 876, Tehachapi, CA 93581.

The ***New York, Susquehanna & Western Railway 2000 Calendar*** is available from the NYS&W Technical & Historical Society. Opening up to 12″×18″ and featuring 14 color shots, each of the various faces of the Susie Q is represented — stack trains, industrial locals, passenger excursions and more. The calendar sells for $9.95, plus $2.00 shipping. Order from NYS&W Technical & Historical Society, P.O. Box 121, Rochelle Park, NJ 07662-0121.

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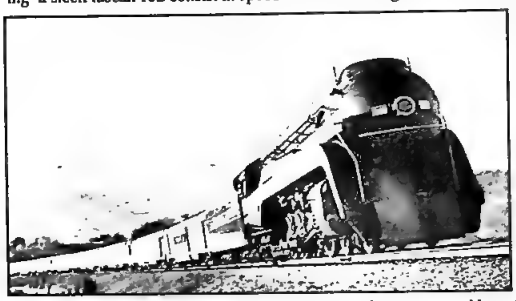

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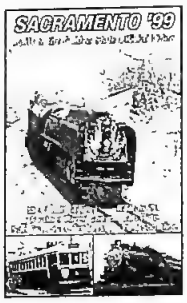

The combined Railfair '99 and joint National Railway Historical Society/ Railway & Locomotive Historical Society convention, with all related events spread out over many weeks, was a daunting series of subjects to cover. The many individuals that contributed to this over two-hour tape did an admirable job of capturing the essence of it all from trackside, along with exclusive cab rides. This is a good souvenir tape and worthwhile as well for those who couldn't make it.

First up, the steam trip on the McCloud with 2-6-2 No.25 gets a lot of time. After a lot of driver footage, we get trackside for a variety of runbys, some with a freight consist. And don't forget the meet with the 4449. Next, the Franklin Canyon Amtrak trip is covered briefly. The UP 844 trip to Tehama gets its due, with multiple cameras and some cab footage adding variety. Very nicely done is the coverage of the variety of

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traction at the Western Railway Museum. The Amtrak trip over Altamont Pass is represented by a few on-board and trackside views. For the Feather River Canyon trip, a camera was mounted in the cab of the UP diesel for some really nice, engineer's-eye views. We also see the inbound moves of the various steamers; clips from the seminars and banquet; a general Railfair overview; stills from the night photo sessions and more.

Technically, the tape ranges from excellent to good, the result of a variety of video sources, the skills of the various contributors and the editing. The sound is fine, the narration not intrusive. For those of you who want to see more, stay tuned for future releases covering the inbound main line steam moves and the Feather River trip in more depth. — *TOM KELCEC*

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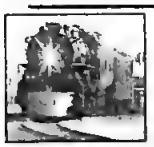

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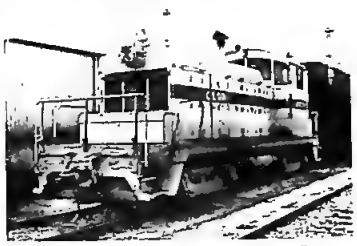

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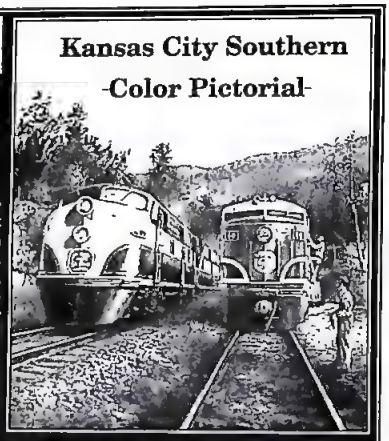

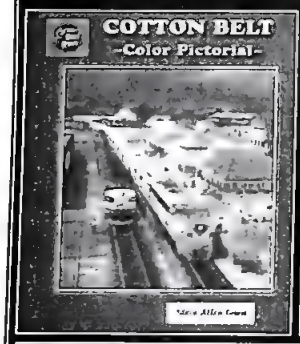

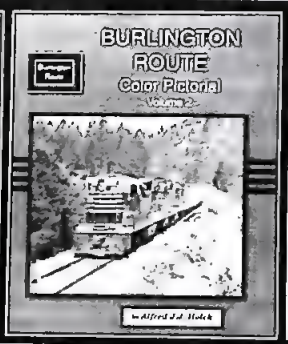

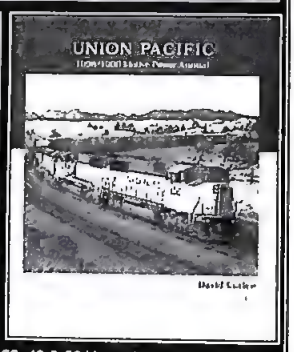

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so we know what we are seeing — without going overboard with hyperbole. If there are any downsides, they might be the number of semi-distant, "going away" shots versus more traditional "coming at you" runbys, or the shortness of some sequences, but the overall impression is "we must look at this again."

There are four segments: Daylights, Cab Forwards, SP Steam and Early Diesels. The number of single-headlight, early GS class (4-8-4) runbys with the full Daylight train consist are high. We see semaphores, the Chatsworth rocks, running along the Pacific Ocean near Gaviota, helpers on the Cuesta grade and several fine views of 4-8-4s on the Great Salt Lake trestle. The cab forward footage has us again along the ocean briefly, but the highlight is multiple scenes of a long AC-5 powered train, with midtrain helpers, assaulting the eastbound Tehachapi grade and loop. There are a few scenes of SP's 4-8-2 class, but only a couple are up close. Diesel-wise, we have Trainmasters, numerous views of passenger trains with PA and E-unit "Daylight" liveried power, including on the Great Salt Lake trestle, and a few shots of F-units and Geeps on freights.

Volume II looks like it will be welcomed as well, with steam powered and pushed rotaries on Donner Pass apparently front and center. — *Tom Kelcec*

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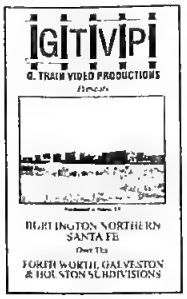

East Texas is a challenge to live in and shoot in if you are used to the full-featured terrain and reasonable weather of more northerly climes. That said, there is a lot of railroad activity in the Lone Star State caused by unit coal trains for local power plants and large quantities of freight moving to and from the Port of Houston.

This tape takes us on a somewhat leisurely trek across the flatlands, starting "up north" in Cleburne and ending at the Galveston causeway. Locations include Temple, Milano, Houston-area junctions, Rosenburg and more rural areas and junctions. We see matched sets of modern and older power, as well as mixed consists of power, on a variety of coal, freight and stack trains. Amtrak's *Texas Eagle* trains make cameo appearances. There are shots of Georgetown Railroad trains running via trackage rights, brief shots of remaining stations, some UP traffic and the occasional really nice scenic shot (and these are hard to find, believe me). We linger at several "hot spots" to view a number of trains over a short period, conveying the idea of the density of movements.

Given the flat countryside, generally straight track, abundant foliage and humidity and the weather one has to deal with here, I think this program captures the essence of the action about as well as one could. — *Tom Kelcec*

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Railnews

This month's top stories and photos

Norfolk Southern

"RATHOLE" DOUBLE TRACK: In August 1999, Norfolk Southern began operations over newly installed double track on the Kentucky Division between Tatesville, Kentucky, and KD Tower (just north of Greenwood) (see **page 31**). The addition of a second track on this 7.7-mile segment gives NS 15 miles of double track between Grove and Cumberland Falls, Kentucky. This segment of line climbs out of the Cumberland River valley with grades up to .9%, and was formerly a congestion point as southbound trains were slowed by the grade. The construction took one year, time largely spent excavating the deep cuts which extend nearly the entire length of the line. These cuts were constructed in the early 1960s, when the line was rebuilt and relocated to eliminate some of the numerous tunnels which earned the "Rathole" its nickname. New tri-color signals have been installed along the trackage, which is set up for bi-directional running. — *CHARLES F. BUCCOLA*

Union Pacific

SD70 LEASE PROGRAM: Union Pacific has reached an agreement with General Motors' Electro-Motive Division for the lease of 1000 new SD70 locomotives, phased in over the next three to four years. The influx of SD70s will allow UP to retire about 1500 older, less efficient units, and will result in a lowering of the average age of UP's fleet by five years. It will also result in a decrease in the number of different locomotive models operated by the railroad from 33 to 18.

MISSOURI TRACKAGE SOLD: After several years of court cases and attempts to make a deal, Missouri Central has purchased the central portion of UP's former Rock Island trackage across Missouri, taking over operation of the line on October 15, 1999. Missouri Central gets the 244 miles between Vigus (just west of St. Louis) and Pleasant Hill, Missouri. UP retains ownership of the east and west ends of the line — between St. Louis and Vigus, and between Pleasant Hill and Kansas City — and provides trackage rights to MC. The line fell under UP control as a result of the 1996 merger with Southern Pacific. SP had purchased the RI trackage after the Rock's bankruptcy in 1980, and used it until gaining trackage rights on a parallel UP line when UP merged with Missouri Pacific in 1982. Much of the RI line — at one time its main between St. Louis and Kansas City — had been unused since that time, with some crossings paved over, and brush growth of up to 20 feet high in spots.

VIA Rail Canada

NOVA SCOTIA TOURIST TRAIN: VIA Rail Canada plans to begin a weekly tourist service this spring between Halifax and Sydney, Nova Scotia, a route that lost its regular VIA service in the 1990 cutbacks. To be known as *The Bras d'Or*, the train will operate from May through October, departing Halifax on Tuesdays, and returning from Sydney on Wednesdays. The 180-mile one-way trip will take ten hours, including two hours of stops at en route points of interest. Between Sydney and Truro (about 60 miles), the train will use former Canadian National trackage now belonging to RailTex subsidiary Cape Breton & Central Nova Scotia, marking the first time VIA has instituted service over a short line. The Silver Dart Railway Society, a local Cape Breton group that has been working on restoring regular service on the route, projects that the tourist train will "overcome many obstacles and should make a 'citizens' train achievable."

REGIONALS

RailAmerica Acquires RailTex

LARGEST OPERATOR CREATED: In a move that will create what is said to be the world's largest short line/regional rail freight operator, Boca Raton, Florida-based RailAmerica has announced its acquisition of San Antonio, Texas-based RailTex. On its own, RailTex operates 26 short line railroads in North America, including the New England Central (former Central Vermont), Indiana & Ohio, Cape Breton & Central Nova Scotia (see item **above**) and Central Oregon & Pacific. RailAmerica's holding include the newly-purchased Toledo, Peoria & Western, Dakota Rail and Huron & Eastern. Combined, the company will own 51 railroads and operate over 12,500 miles of track in the U.S., Canada, Mexico, Chile and Australia. The transaction, subject to shareholder approval, is expected to close early in 2000, and is valued at approximately $325 million.

Utah Railway

MORE GROWTH FOR UTAH: Best known as a coal-hauler with a fleet of Alcos that lasted into the 1980s (since supplanted by a colorful fleet of SD40s), the Utah Railway has seen a growth and diversification spurt over the past few years. With the Union Pacific/Southern Pacific merger, the Utah got into the carload freight business when it secured a contract to provide local service over the former Rio Grande between Salt Lake City and Grand Junction, Colorado, as an agent of BNSF in order to provide carriers with an alternative to UP service. Then, on October 8, 1999, the Utah announced its acquisition of the Salt Lake City Southern Railroad from RailTex. Salt Lake City Southern serves industries in the Salt Lake Valley over trackage (owned by the Utah Transit Authority) which will soon be shared with Salt Lake City's under-construction light rail line. — *BOB GALLEGOS*

TOURIST LINES

Wilmington & Western

SURVEYING THE DAMAGE: As mentioned last month in RAILNEWS, when Hurricane Floyd made landfall on September 15th and 16th, the railroads were among the millions of businesses and individuals affected by the winds and torrential rains. Unfortunately, one of the railroads most damaged is also the one with the fewest resources for recovery, the Wilmington & Western steam excursion railroad in Wilmington, Delaware

The W&W began operations in 1872 to move products to the Port of Wilmington, and much of the line was constructed along the meandering Red Clay Creek, through an area bustling with mills, farms and villages. The Baltimore & Ohio purchased the line in the late 1800s and, by the turn of the century, was running three passenger trains a day, along with one daily mixed freight. The railroad continued to flourish until the closing of a major on-line resort in the late 1920s. The Great Depression ended passenger service in 1931. Freight traffic continued its decline through the '60s, with operations becoming limited. In the late '60s, Historic Red Clay Valley, Inc., was formed, leasing the railroad from B&O on weekends for steam-powered excursion trains. This arrangement continued into the 1970s, when B&O became part of Chessie System, and put the branch up for abandonment.

With abandonment imminent, the HRCV raised enough money to purchase the line in 1982. Since then, the volunteer-operated W&W has become one of Delaware's most popular tourist attractions, operating steam, diesel and doodlebug excursions between Hockessin and Marshallton throughout the year. However, the railroad suffered a major setback on September 16, 1999, with the passing of Hurricane Floyd. Because the railroad follows the Red Clay Creek for most of its ten-mile length, many sections had severe damage, or were completely destroyed from the flooding. The normally placid creek rose out of its banks to become a raging torrent, sweeping away two trestles entirely, and severely damaging three more (see **page 31**). In addition, washouts occurred in several other locations, leaving the track a twisted mass of rails and ties in the creek.

It is estimated that it will take $2.5 million to repair the railroad — an astronomical amount for an all-volunteer organization. Because of the high cost of coverage, the railroad had no insurance on its roadbed, track or bridges. A fund-raising campaign has begun to help the railroad rebuild: the "Buy a Tie, Rebuild a Railroad" campaign allows the purchase of a railroad tie for a minimum $100 donation. For information on how to participate in the Buy a Tie program, or other donations, contact the W&W at P.O. Box 5787, Wilmington, DE 19808-0787. Meanwhile, the railroad was able to get limited service up and running on two miles of the line between Greenbank and Centerville on October 1, 1999. — *DAVID M. DUBE*

DAVID M. DUBE

ALEXANDER D. MITCHELL IV

Wilmington & Western Water-Logged

Hurricane Floyd's passage up the eastern seaboard caused significant railroad damage. Among the hardest hit was Delaware tourist line Wilmington & Western, which lost two trestles, including Greenbank trestle (left and above), and saw damage to three others, along

Brooks Bind Bound Brook

Bound Brook, New Jersey, found itself under more than ten feet of water after the namesake bodies surrounding the town overflowed their banks as a result of Hurricane Floyd's torrential rains. From the Interstate 287 overpass looking east, the Conrail Shared Assets Area (ex-Lehigh Valley) Lehigh Line trackage was under the Raritan River at 3:00 p.m. on September 17th, one day after the storm. Photographer Burton notes that the water had already begun to recede, and that the parallel NJ Transit Raritan Valley Line (ex-Jersey Central) trackage, which is slightly higher and further away from the Raritan River, was no longer submerged. See RAILNEWS last issue for more.

SANDY BURTON

CHARLES F. BUCCOLA

CNO&TP Upgrades

Norfolk Southern recently completed a double-tracking project on its Kentucky Division, adding 7.7 miles of double iron on the busy former Chicago, New Orleans & Texas Pacific "Rathole" trackage between Tatesville, Kentucky and KD Tower. On September 11, 1999, northbound intermodal train No.224, led by C30-7 No.8065, coasts downgrade on the original track, adjacent to the newly-laid second track. See the story on page 30.

PIERRE OZORAK

Cabs in Canada

Power-short Montreal commuter rail operator *Agence Metropolitaine de Transport* had several visitors on its property this past summer and fall, when a somewhat newer generation of cab units supplemented its former Canadian Pacific FP7s in service between Rigaud and Montreal. On August 29, 1999, Amtrak F40 No.319 keeps company with VIA F40 No.6452 and AMT F-unit No.1306 as the trio wait out their next assignments at the commuter agency's yard in Vaudreuil, Quebec. AMT has regularly leased VIA F40s, but the visit by Amtrak's displaced workhorses was a first.

"Swanton On The Move"

New England Central performed an unusual movement when the Swanton Historical Society of Swanton, Vermont, needed the town's depot moved a quarter-mile to the site of the former St. Johnsbury & Lake Champlain roundhouse, where the society anticipates establishing a museum. New England Central GP40 No.4049 does the honors as it crosses Lake Street in Swanton on September 14, 1999, with the depot in tow. The 45-ton station, previously owned by a feed mill, was donated to the historical society.

JIM SHAUGHNESSY

GEORGE FLETCHER

P&W Hosts "Air Line Limited"

Providence & Worcester hosted a rare mileage excursion over its former Connecticut Central branches out of Middletown, Connecticut, and the ex-New Haven Middletown-Cedar Hill Yard "Air Line" on September 19, 1999. Mass Bay Railroad Enthusiasts sponsored the trip which featured P&W U18B No.1801 and GP38-2 No.2009 in a pull-pull arrangement. A photo runby was held at the nicely restored station in Middlefield, Connecticut, on the Air Line.

EBT Fall Spectacular

The East Broad Top Railroad in Pennsylvania held its annual Fall Spectacular on October 9-10, 1999. Four narrow-gauge 2-8-2s, plus doodlebug M-1, were running during the event. A night photo was held on Saturday evening, featuring Mikado No.15 and a "1940s-era" night photographer. The EBT has received a $1 million TEA-21 grant for stablization of the classic shop complex at Orbisonia. Additionally, a new standard-gauge short line will soon be starting on the extreme north end of the railroad. The Mount Union Connecting Railroad will serve an industrial park along formerly dual-gauge portion of the EBT.

STEVE BARRY; LIGHTING BY STEVE BARRY, KERMIT E. GEARY, Jr., BRIAN MANWILLER and ALEX MAYES

KYLE BREHM

Buying Western Miles

The Buy Miles private car group organized a western jaunt in late August, covering lines in Colorado, Wyoming and Montana. Entering the Wild River Canyon north of Casper, Wyoming, and heading for Livingston, Montana, the train is on BNSF's Casper Subdivision passing the Boysen Reservoir dam on the Big Horn River on August 29, 1999. A pair of Amtrak P42s provide power.

PAUL CAMERON

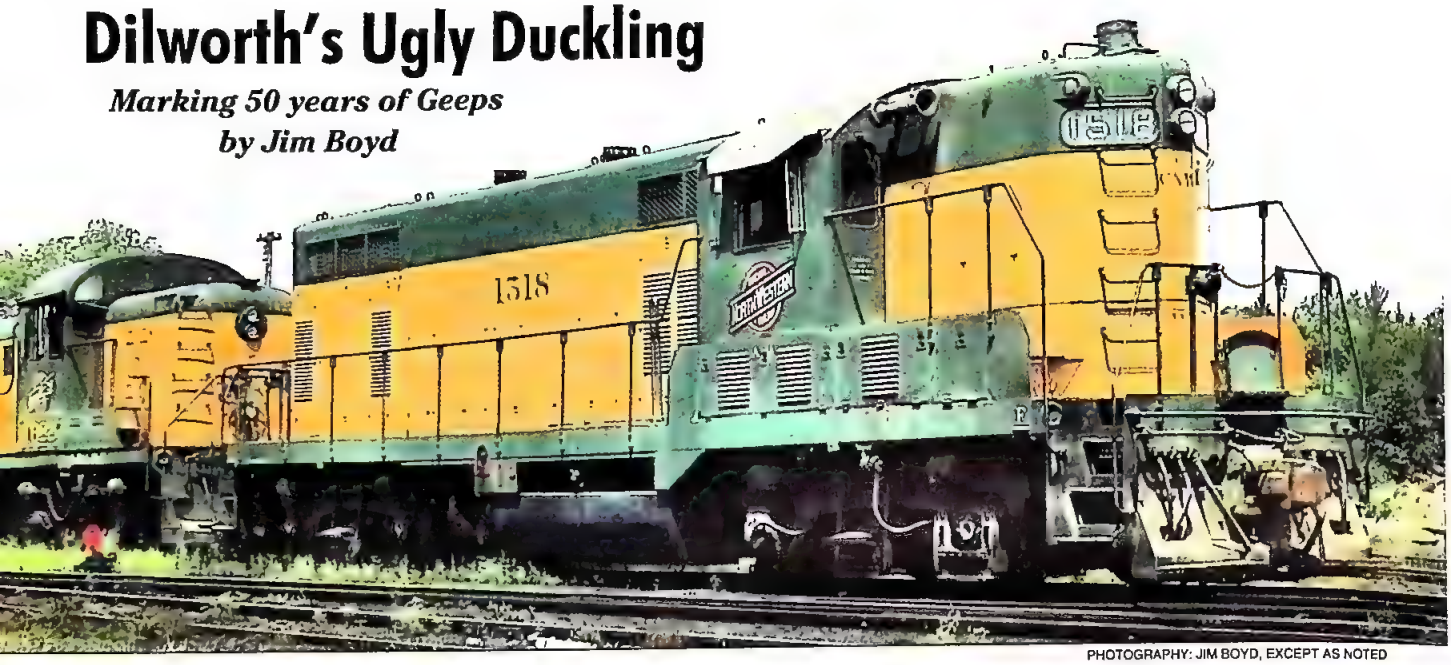
Introducing the C425MAC

Released from the line's shops at Alpena, Michigan, after an extensive, year-long rebuilding is Lake State Railway's Alco C425MAC No.181. The 35-year-old diesel, built for the Pennsylvania Railroad in 1965, had the "M" designation (for "modified") added when it was first rebuilt by General Electric upon its sale from Conrail to the Detroit & Mackinac in 1981. After serving the D&M and then Lake State for more than16 years, the unit was selected to be the test subject of a rebuild program that added A.C. generating equipment, and an "AC" to its model designation, hence the first C425MAC. LSRC No.181 is named the *City of Bay City* and is seen in service at its namesake city on August 23, 1999.

Dilworth's Ugly Duckling

Marking 50 years of Geeps

by Jim Boyd



PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED

THE YEAR IS 1948. The Sales Engineering Department of the Electro-Motive Division of General Motors in La Grange, Illinois, has just received an inquiry from the 86-mile-long Lehigh & Hudson River Railroad in New York for a study "to evaluate the economic advantage that could be anticipated if the railroad were to convert its present Steam operation to complete Diesel operation."

In the two-and-a-half years since the end of World War II, EMD has improved its revolutionary FT "covered wagon" freight units into the incredibly successful 1500-horsepower F7, and Plant 3 in Cleveland is cranking out a variety of diesel switchers as fast as they can be welded together. A-B-B-A sets of EMD "bulldog" F-units are snarling over Cajon Pass and Sand Patch even as the Nickel Plate is ordering ten new 2-8-4s from Lima. Out in Jersey, the L&HR is assigning four-year-old 4-8-2s and ancient Camelback 2-8-0s to road hauls and industrial jobs. The L&H has prospered from wartime traffic and has the cash ready to modernize its fast through-freight service. How would EMD handle the job?

The recommendation in November 1948 is to handle the Allentown-Maybrook road jobs with two A-B-A sets of F7s and the Port Morris-Maybrook turns with three A-A sets, with one cab and booster as spares. Total: 14 units at $2,213,500. For the locals and yard jobs, EMD suggests six NW2 1000-h.p. switchers, to be used singly on the Warwick and Franklin drills and in two back-to-back pairs on the road locals. Cost: $638,610. Total dieselization: $2,852,110.

But EMD is not the only builder pitching the L&HR in 1948. The American Locomotive Company has come up with similar recommendations for the road jobs (three A-B-A FA/FB sets and two A-A sets, 13 1500-h.p. covered wagons at a cost of $1,949,000), but instead of six 1000-h.p. EMD switchers, Alco estimates that the yard and local duties can be covered by just two 1500-h.p. RS2 "road switchers" (cost: $281,000). Because of the versatility of the RS2s, the Alco $2,230,000 bid for total dieselization is $622,110 less than EMD's.

Yet a third bidder is Baldwin-Westinghouse, with Westinghouse Electric authoring the report. Even though Westinghouse doesn't have the nerve to suggest that the L&HR scrap four-year-old Baldwin 4-8-2s, and presses for partial dieselization, it is the Baldwin-Westinghouse report that gives the L&HR the perfect solution for its motive power needs: no covered wagons at all, and just a universally utilitarian fleet of 1500-h.p. road switchers.

The L&HR motive power committee report of October 17, 1949, recommends the purchase of "eleven 1500-h.p. road switchers" at a cost of $1,540,000. No builder is specified, but on March 8, 1950, L&HR Superintendent Paul Early sits down at the Alco plant in Schenectady for a settlement of details meeting on Order SO-20512 for eleven 1600-h.p. RS3 road switchers (Alco has upgraded the RS2 during negotiations). Nine months and one day later, December 9, 1950, light Mikado 73 makes the last revenue steam run on the L&HR. The addition of a new Port Morris train

FRANK BLACK; MIKE DEL VECCHIO COLLECTION

THE LEHIGH & HUDSON RIVER was ready to replace steam in 1948 and sought proposals from three diesel builders. Alco and Baldwin were able to offer road switchers, while EMD was limited to F7s and NW2 switchers. As a result, the L&HR dieselized in 1950 with eleven RS3s like the set shown here at Franklin, N.J. In October 1949 EMD introduced its GP7, just a few months too late for consideration by the L&H. The prototype GP7 was numbered 922 and then 100 and ultimately made a demonstration run on the L&HR but failed to sell. That demonstrator became Chicago & North Western 1518, which was working at Altoona, Wis., (top) in August 1966, accompanied by an arch-rival Alco RS3.

prompts the immediate purchase of two more RS3s, and the L&HR diesel fleet is complete with 13 identical road switchers replacing 20 steam locomotives.

EMD's road switcher quest

The most striking thing about the 1948 L&HR dieselization studies is the contrast between the EMD proposal and those of Alco and Baldwin-Westinghouse. Both of the latter recognized the cost-effectiveness of the road switcher, even though Alco made a strong pitch for its traditional covered wagon freight units. But EMD had to cobble up a two-unit set of yard switchers for any road local work. And therein lies the tale of October 1949.

Since it was published by McGraw-Hill in 1954, the "official" story of the development of the GP7 has been the book *The Dilworth Story* by Franklin M. Reck — with an EMD copyright. While the story is undoubtedly factual, it gives the impression that EMD's crusty and creative chief engineer Richard Dilworth came up with the idea for the road switcher all by himself. In fact, Dilworth was the last to come up with a workable road switcher — but he created the one that was far and away the most successful.

This is not to belittle the genius of Dick Dilworth, for by 1948 he had already established more stunning successes than all the other diesel designers combined. It was Dilworth who envisioned and built the first true passenger diesel in 1934, and his twin-engine, four-motor boxcab quickly developed into the sleek E-units that swept steam from the streamliners. In 1939 he put the new 16-cylinder 1350-h.p. "567" diesel engine into a freight carbody to create the four-unit FT 103 set that proved the diesel's ultimate superiority over steam.

The road diesel had evolved in the 1930s from the vest-pocket streamliners like the Burlington's *Zephyr*, where the locomotive blended smoothly into the passenger consist. Even the pioneer boxcab and early streamlined E-units retained the idea of the full-width carbody for road service. These carbodies had relatively thin underframes that were strengthened by bridge-like truss members in the carbody sides. The diesel engine and heavy electrical and auxiliary equipment were placed inside, between the heavy side trusses. Repair work was done from inside the carbody, and a roof hatch had to be unbolted to remove the diesel or generator from the engine compartment. Compared to a steam locomotive, however, this was a very pleasant working environment.

***THE MOST POPULAR** road freight diesel of the late 1940s and 1950s was the cab-and-booster "covered wagon" sets like these A-B-A Milwaukee Road F7s hitting the Chicago Great Western diamond at Byron, Ill., in June 1966. For the 50th Anniversary of the first F-unit, FT demonstrator set 103, EMD held an open house at La Grange in September 1989 that permitted lining up (below) one of the original FT 103 cab units, a Monon BL2 and the first GP7, C&NW 1518, all now in museums.*

At the same time in the mid-1930s, both Alco and Electro-Motive were producing yard switchers that placed their diesel engine on a heavy girder underframe that would support its entire weight without side trusses. The diesel engine and internal equipment were covered by a narrow, non-structural hood with access doors lining its sides and external walkways outboard directly atop the frame. Top and side doors gave the mechanics direct access to the inner machinery, and the narrow hood gave the end-cab locomotives good forward visibility and an unrestricted rearward view.

The end-cab format was a hold-over from the steam locomotive. Electric freight locomotives had been utilizing bi-directional center cabs for decades, but the size of the diesel engine made an end-cab layout more practical. The cab-to-the-rear format was pure habit — steam engineers who would be running the new diesels were accustomed to looking down the flank of a boiler.

Switchers were generally low in horsepower and rode on simple, rugged four-wheel trucks based on proven electric freight motor and trolleycar applications. Switchers were geared for low speed and maximum power, and they lacked the electrical transition and motor-shunting circuits that permitted traction motors on road units to perform at a much greater range of speeds.

In November 1939, however, Electro-Motive stretched out its 1000-h.p. NW2 yard switcher with a longer frame for a train-heating boiler in front of the cab and placed it on the new swing-hanger road trucks designed by Martin Blomberg for the FT freight unit. Although only seven were built (all for Great Northern), the NW3 was Electro-Motive's first true road switcher. In the spring of 1941, EMD shoehorned the complete machinery of an FT into the NW3 switcher carbody to produce a pair of TR1 cow-and-calf sets for the

STEVE BARRY

***ELECTRO-MOTIVE'S EARLY ATTEMPTS** at a road switcher began with the 12-cylinder, 1000-h.p. NW3 (left); ex-GN 179 was at a Staley's mill in Morrisville, N.J., in 1996. The two TR-1 cow-and-calf sets 1350 and 1351 were actually 16-cylinder, 1350-h.p. FTs fitted into a similar carbody; IC 1351 (right) was working the East St. Louis hump in 1965. The most successful early EMD road switchers were the 12-cylinder,1000-h.p. NW5s; GN 186 (below) was working the Hutchinson, Minn., branch in 1967.*

Illinois Central. These units were used extensively as road locomotives on local freights before being relegated to terminal transfer and hump yard work.

Meanwhile, in Schenectady, New York, in 1940 Alco pulled a similar stunt by stretching out its 1000-h.p. yard switcher and adding road trucks. But Alco kept the cab with the engineroom hood and placed the "lengthening" segment behind the cab. Thus the end-cab switcher became an off-center cab road switcher. Like a steam locomotive, the RS1 operated long-hood forward, with the stubby short hood giving the engine crew the backside collision protection that a steam locomotive's tender had always provided.

Even at 1000-h.p., the RS1 was an immediate success. The short hood could house a train-heat boiler, it pulled and rode well at main line speeds and was easy to run in either direction. In 1946, after WWII, Alco replaced the massive 1000-h.p., six-cylinder 539 engine with a lightweight twelve-cylinder 244, rated at 1500 h.p., and went into the road switcher market with a vengeance with its new RS2. This was the locomotive that was pitched to the L&HR to supplement the FA/FB cab units in 1948 (the RS2 was replaced by the 1600-h.p. RS3 just in time for the L&HR delivery in 1950).

Observing the success of the Alco RS1, in December 1946 EMD swapped around the cab on its NW3 to the same arrangement and introduced the NW5 road switcher. The short hood housed a steam boiler, making the NW5 a useful light passenger locomotive, as well as a true road switcher. As underpowered as the RS1, only 13 NW5s were sold, however, since Alco had just upped the ante to 1500 h.p. with the RS2.

Fortunately for his reputation, Dick Dilworth was apparently working on a six-wheel truck design with Clyde Engineering in Australia when EMD committed its worst design debacle in the road switcher quest: the BL2. Instead of starting with the NW5 and making it bigger, EMD tried to redesign "down" the F-unit. The biggest problem with all covered wagons is their rearward visibility when switching. The engineer usually has to lean out the cab window to peer back along the hood, and this usually meant that he couldn't reach the throttle or brake in that position. The slab sides and rounded noses gave no convenient places for the brakemen to ride while working outside, either. The RS1, RS2 and NW5 had the perfect solution, but EMD somehow missed the obvious.

Instead, they started with the big truss-frame F-unit carbody and tried to carve visibility into the flanks and nose. The result looked like a cross-breed between an F-unit and a "butter dish" milk car! The radiators and air intake filters were moved inward on the top sides of the carbody, making the interior extremely crowded. "It's just an F-unit with all the working space taken out," one mechanic complained. The solitary BL1 of February 1948 was essentially an F3 with a carved-up carbody. Manufacturing was expensive, and EMD was having massive delays in engineering the prototype and scheduling delivery for the 58 subsequent BL2s that it would ultimately sell by May of 1949.

On July 28, 1947, the Nickel Plate canceled an order for four BL1s that would have been its first road diesels because EMD was unable to guarantee delivery, and the NKP went for eleven Alco PA's instead, which were delivered within five months (just picture Doyle McCormack in 1999 frantically trying to rescue a pair of BL2s out of Mexico to recreate a Nickel Plate "BL2-bird"!). These BL2 production hang-ups are possibly why, in November 1948, EMD did not even mention the existence of its Branch Line "road switcher" to the L&HR and suggested NW2s instead.

Enter Dick Dilworth

Although Jonathan Reck's book has Dilworth coming up with the idea for the Geep as a pristine vision, he was undoubtedly well aware of the Alco RS1 and RS2, as well as a few recent Baldwin road switchers and his own company's efforts with the NW5 and BL2. The idea was simply to put an F7's machinery atop a switcher girder frame and cover it with a hood.

The book relates Dilworth's version this way: "In planning the GP, I had two dreams. The first was to make a locomotive so ugly in appearance that no railroad would want it on the main line or anywhere near headquarters, but would keep it out as far as possible in the back country, where it could do really useful work. My second dream was to make it so simple in construction and so devoid of Christmas-tree ornaments and other whimsy that the

price would be materially below our standard main line freight locomotive."

Dilworth borrowed the RS1/RS2 platform layout but made no attempt to keep the hood low enough to see over. Instead, he moved the cooling radiators overhead and pushed both hoods to full cab height, giving functional space inside the hood. The footboards and end steps were wide and well angled, unlike the shin-busters on many other units. He invited working locomotive engineers into his shop to try out the control stand mock-ups to get real world opinions on the placement of the controls for easy bi-directional operation. To this day a Geep has a very "natural" placement of the controls and can be manipulated easily while looking in either direction. Dilworth "turned around" the road switcher and designated the short hood as the front, although EMD would build them to customer demand with either end forward (some labor unions preferred the "protection" of the long hood forward, another legacy of the steam locomotive).

And to give the engineer a better "feel" for the locomotive, he adapted the switch engine's maximum-field start excitation system so that the Geep would have almost instant response to the throttle when switching. In Dilworth's words, "When he opened up the throttle, I wanted him to feel it in the seat of his pants."

The "GP" designation meant General Purpose, and the phonetics naturally led immediately to the adaptation of the popular Army "Jeep" pronunciation, which the industry and fan press soon standardized to "Geep." Its design was clean and functional, and Dilworth's efforts to make it "operator friendly" made it an instant favorite of enginemen and brakemen alike. The cab would ventilate well with the windows open, and could be operated with excellent visibility in all directions while buttoned up in a blizzard — and the cab heaters were lusty. The doors shut with a satisfying thud and weren't drafty if reasonably maintained. They rode well at high speed and could pick their way over uncertain branchline and spur tracks. They could go almost anywhere and do almost any job.

Dilworth's prototype GP7 of October 1949, demonstrator 922 (builder's number 10852), was a 1500-h.p. unit set up to operate short-end forward. It was soon renumbered 100 and followed by sister demonstrators 200 and 300. The trio was sold in August 1950 to the Chicago & North Western, which numbered them 1518-1520. (After a long service life, 1518 was rebuilt with a low nose and renumbered and went on to another productive career. Then the historic 1518 was restored by C&NW with a high short hood, repainted to vintage livery and donated to the Illinois Railway Museum, where it operates today.)

The GP7 was the perfect locomotive in the perfect place at the perfect time. Steam hold-outs like Norfolk & Western, Nickel Plate and Illinois Central, who resisted covered wagons, yielded to a horde of Geeps. By December 1953, La Grange and Cleveland's Plant 3 had turned out 1299 GP7s, when the nearly identical but uprated 1750-h.p. GP9 took over for another 3969 units through September 1959 (including a handful of cabless versions of both the GP7 and GP9). The final version of the classic Dilworth Geep carbody was the GP18, of which 372 were produced between 1959 and 1963, when it was replaced by the GP28 in the "spartan" carbody introduced on the GP35. Between October 1949 and the end of 1963, production of original-carbody Geeps hit 5640 units. Sometime in the GP9 production came the first factory-built low-nose Geeps, made popular by the turbocharged GP20 of 1959. That GP20, of course, led to the high-horsepower Geeps like the GP30, GP35, GP40, GP50 and even GP60, as well as all their variants.

Over the years the Geep format of a single diesel engine in a four-motor road switcher has become the standard locomotive of the industry. It has been chop-nosed, turbocharged and subjected to endless variations of detail, rebuilding, modification and modernization, and it will likely continue well into the 21st Century. Even the huge six-motors of today are laid out to Dick Dilworth's basic Geep platform concept.

In only one area did Dick Dilworth fail. His "ugly duckling" turned into a true thing of beauty.

ALCO CREATED THE FORMAT for the road switcher with its RS1 of 1941 with a 6-cylinder, 1000-h.p. 539 four-cycle engine. Grand Trunk Western 1951, shown (above) at Pontiac, Mich., in 1966, was the last RS1 built for a U.S. railroad in October 1957. EMD's first postwar response to the Alco road switchers was the misbegotten BL2, which tried to carve visibility into an F-unit's bridge-truss carbody frame. The GP7 behind it carries essentially the same machinery on a girder underframe. Rock Island BL2 429 was at Silvis, Ill., on a frigid January 24, 1965, followed by a Geep and a brand new low-nose U25B (below). Note the relative positioning of stacks and radiators between the Geep and BL2.

Crossing the BNSF

Part 1
The Amarillo Area

Part One of our two-part series on BNSF's fascinating and varied operations in the Texas Panhandle focuses on the multitude of railfan opportunities in the Amarillo area.

by Keel Middleton

Texas Panhandle

EAST TOWER at Amarillo, Texas, is one of the busiest railroad crossings in the West. It is not uncommon for up to 100 trains in 24 hours to cross on the three BNSF main lines that converge at East Tower. East Tower is where the former Burlington Northern Red River Valley Subdivision and the former Santa Fe Hereford Subdivision crossed each other, and the former Santa Fe Boise City Subdivision joined the Hereford subdivision.

Until 1980, the Rock Island's Memphis-to-Tucumcari line also crossed at East Tower. The short piece of Rock Island trackage in Amarillo became part of the BN as a second main line. With the Burlington Northern & Santa Fe merger in 1995, all of the main lines at East Tower are now under one banner of BNSF. The Southern Pacific (now Union Pacific) was also granted trackage rights into Amarillo over the BN line, and uses the former Rock Island yard there, adding another railroad to the scene in Amarillo.

Also with the BNSF merger, trains that travel between Fort Worth and the West Coast now use the combined railroads through Amarillo to save time and mileage. These are trains that formerly used the Santa Fe between Clovis, New Mexico, and Sweetwater, Texas, then the UP between Sweetwater and Fort Worth. Now these trains use the Santa Fe from Clovis to Amarillo, then the BN from Amarillo to Fort Worth using the "Million Dollar Connection" at Amarillo. This is a connection between the Santa Fe and the Rock Island main line designed to allow a westbound Rock Island train to enter the Santa Fe at East Tower and run to California. The name comes from the cost of the connection built in the '60s — after only one train a labor dispute came about between the yard crews on the Santa Fe and the railroads. This reduced the new run-through train to just a block of cars connecting from the Rock Island to the Santa Fe. Had this connection gone as planned, the Avard connection with the Frisco probably never would have developed, but that is another story.

ON OCTOBER 22, 1989, well before the BNSF merger, Santa Fe SD45-2 No.5714 leads a quintet of BN units through Puente, Texas, with a coal train in tow.

ALL PHOTOS BY KEEL MIDDLETON EXCEPT AS NOTED

***THE ENGINE FACILITIES** in the yard at Amarillo contain the BNSF merger in a nutshell, with BNSF GP39-2 No.2773, BN GP10 No.1422 and Santa Fe GP39-2 No.3699 lined up on September 6, 1997 (above). Intermodal train 3-198-08, led by a pair of SD40-2s and an SD45-2, has just met an eastbound at milepost 557.7 on the Hereford Sub in Amarillo on December 9, 1995 (below).*

My story is about the former Santa Fe lines across the Texas Panhandle and, for clarity, I will usually refer to the railroad as the Santa Fe instead of the Burlington Northern & Santa Fe. In Part One, we will deal with Amarillo proper, plus the north-south crossing of the Panhandle. The east-west lines will be covered in Part Two. The former ATSF east-west line is the most active, with up to 70 daily through freights. Thursday, Friday and Saturday are usually the busiest. Even on the slow days, 40 trains are common within 24 hours. There are more intermodal trains than anything else on this line. The rest of the traffic consists mostly of vehicle and manifest trains, with grain and potash trains making occasional appearances, but not on any regular basis.

Coal trains east of Amarillo are all but non-existent, except for the coal train that makes a more or less weekly appearance at the Celanese Chemical plant at Kingsmill, Texas. About the only time a coal train will appear east of that, is when there is a detour of some sort. The former BN line is the coal line with over 50% of the trains running northwest of Amarillo being coal trains. Southeast of Amarillo, this mix of trains changes with about 40% coal, 40% intermodal and 20% manifest and other types of trains. The line north of Amarillo sees a coal train each way, plus a manifest train each way daily. There are also locals, grain trains and often an extra coal train or manifest train. The line south of Amarillo to Lubbock sees only a couple of trains daily on any regular basis.

Panhandle Defined

First, some Texas geography. In putting this article together, I asked several people exactly what *is* considered the Texas Panhandle. I got about as many answers as questions asked. For the purpose of this article, I basically used the counties that are north of an imaginary line drawn across the state from the Red River boundary between Texas and Oklahoma, extending west across the state. There are 26 counties in the Texas Panhandle covering the area just north of Plainview. The Panhandle stretches out 145 miles north to south and 160 miles east to west. That gives the Panhandle about 23,200 square miles — roughly the same size as New Hampshire, Vermont and Connecticut combined. Texas tourism ads say, "Texas is like a whole other country." If that is so, the Panhandle could be a state by itself. The Panhandle is higher in elevation on the west,

than on the east. Westbound trains from Higgins, Texas, to Texico, New Mexico, climb some 1600 feet in elevation crossing the state, rising from 2574 feet to 4140 feet above sea level. Most of the climb is east of Amarillo, however, in the High Plains of Texas. There are very few geographical features to serve as obstacles for the railroad other than the obvious westbound climb. The main obstacle in the Panhandle is the Canadian River. It is crossed by the Panhandle Subdivision (east-west line) at Canadian and by the Boise City Sub (north-south line) at Puente, both on impressive bridges.

The Santa Fe in the Texas Panhandle can be divided into five distinct categories: east, north, south and west of Amarillo, plus the Amarillo metro area. The former BN line is the former Fort Worth & Denver, and since the merger it has seen a dramatic increase in traffic from the Santa Fe.

There are many places where there is public access to the railroad from road crossings or simply the side of the road. Even in Amarillo, public access is easy. Most of the time in the Panhandle, the railroad is close to a highway making photography safe and simple.

***FROM-THE-CAB** views of the East Tower area in Amarillo: Oakway Leasing EMD SD60 No.9016 leads the "Camel," Amarillo-to-Mill train C-AMML1-31, west over the crossing of the former Rock Island Memphis-Tucumcari line on July 31, 1993 (above). A pair of Santa Fe Dash 8-40BW's meet on June 9, 1995. Looking east from the cab on No.540, the "Million Dollar Connection" between the Santa Fe and the Rock Island is seen diverging off to the right (below).*

Amarillo Proper: Iowa Beef to Canyon and ASARCO

The city of Amarillo was founded in 1887 as the Fort Worth & Denver City Railroad arrived in the area. Cattle shipping was the main reason for the beginnings of Amarillo, in the heart of the Texas Panhandle and now the commercial center of the area. It is by far the largest city in the Panhandle, and is known as the "Crown Jewel of the Golden Spread." The city was originally named Oneida, but soon changed to Amarillo, a Spanish word meaning yellow. It was named after the small lake and creek that the original city was founded by, Amarillo Lake. The dirt around the lake had a yellowish cast, thus giving it the Spanish name for yellow. Rumor is that the original houses were painted yellow to commemorate the name change. (It should be noted that the Spanish word is pronounced *Am-a-REE-yoh*, but when the FW&DC crews began coming to the area, they pronounced the name *Am-a-RILL-o*, just like it is today.)

Amarillo is also the rail center of the Texas Panhandle, best illustrated by the amount of traffic through East Tower. For the railfan, Amarillo is the perfect place to start a trip. There is ample lodging and food at Amarillo as it is a city of over 160,000. Be sure to take a trip down 6th Street while in Amarillo, as it is the historic Route 66 business route through town. For those that like antiques, this is the place for you. Amarillo was the headquarters for the Santa Fe's Plains Division until its consolidation into the Kansas Division in 1986. The Art Deco Santa Fe office building is still on Polk Street in Amarillo, but is sitting empty. This was also the headquarters for the Panhandle & Santa Fe, a subsidiary set up by the Santa Fe as former Texas law required all railroads operating in Texas to be headquartered in the state.

Let's start exploring Amarillo at East and West Tower. The actual interlocking tower known as East Tower was destroyed in May 1990, but the name remains. The actual crossing of the Santa Fe and BN happens under the Ross Street overpass, with the former RI crossing just east of that. Control of this location is under the Santa Fe Hereford Sub dispatcher. East Tower ceased functions as a manual interlocking plant on April 30, 1986, giving CTC control to the dispatcher at that time. There isn't really a good way to get to East Tower. Walking in from a side street off of Third Avenue is the best route, but this is a rough neighborhood. The former RI and BN parallel yards are north of the Santa Fe depot and yards. The BN yard is now called "BNSF North Yard." The Union Pacific now uses the former Rock Island yard, thanks to a trackage rights agreement with the BNSF.

In October 1998, BNSF rebuilt the area just west of the Ross Street overpass and called it West Tower. This control point is for the freight leads to the east end of the ATSF Amarillo Yard, a crossover between the two main tracks and a new connection from the Hereford Sub to the Red River Valley Sub on the former BN track. This allows the dispatchers more flexibility in moving trains between the two subdivisions, not limiting them to using the former Rock Island track. Besides the Million Dollar Crossover at East Tower, there is the "Coal Chute," a track built to allow coal trains coming from the Powder River Basin on the BN to access the Boise City Subdivision and reach the Southwest Public Service Harrington Power Plant northeast of Amarillo. Crews for these trains usually change at East Tower, with Santa Fe yard crews taking the train to the power plant. The coal trains carry a symbol of C-BTMAMH for Black Thunder Mine-to-Amarillo Harrington Plant. Formerly called the TT002 (loaded) and TT003 (empty), the crews still refer to them by "T02" or "T03" on the radio. The BN also occasionally delivered a coal train for Mill, Texas, to the Santa Fe at Amarillo that would use the coal chute and turn on the Boise City Sub wye. It carried a symbol of C-AMML and was called the "Camel" by the ATSF crews. A yard job goes out on the Boise City Sub every afternoon to the ASARCO spur, which is the same spur where the SWPS coal power plant is located. There is a copper refinery out on the spur that gets switched by the Santa Fe's ASARCO job, and it usually uses a pair of older Geeps and a caboose. ASARCO has an SW1200 switcher that is seldom seen, but can be on occasions. The

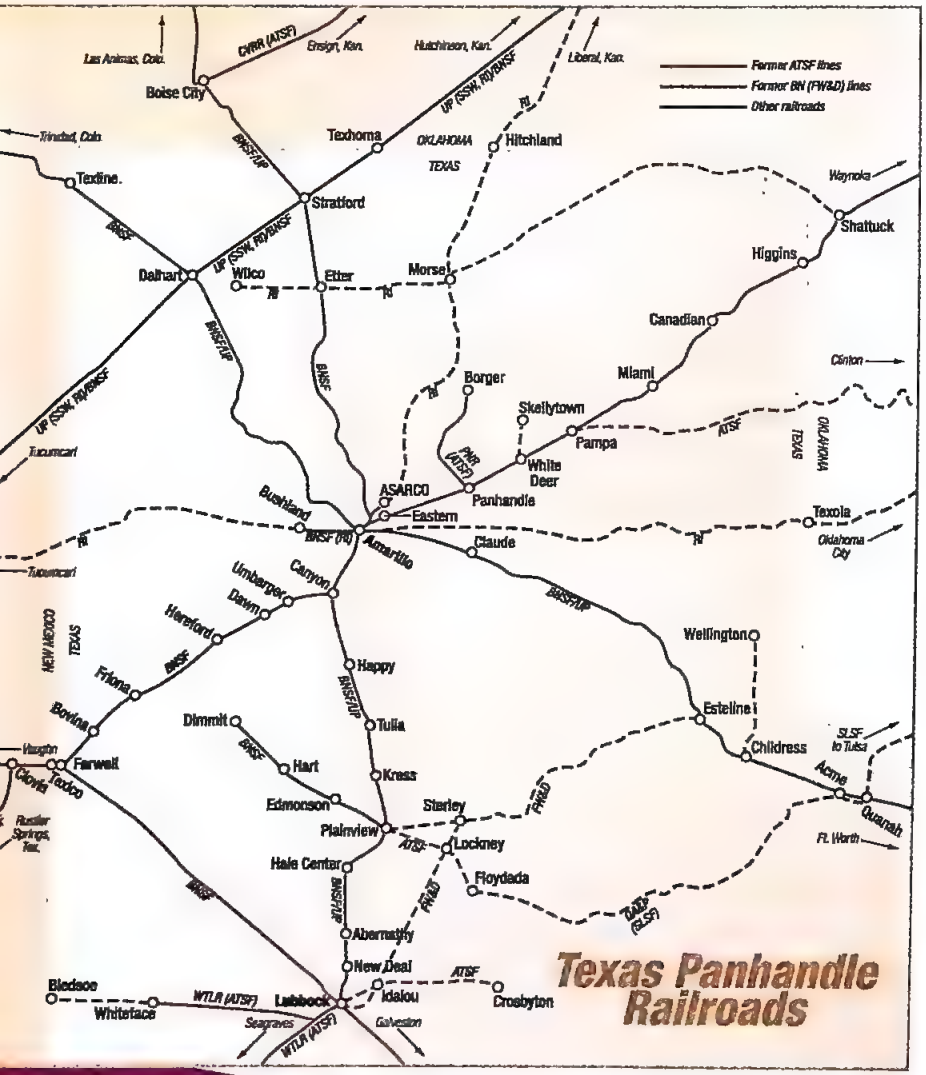
SP/UP has been allowed access to the ASARCO plant with the BNSF merger.

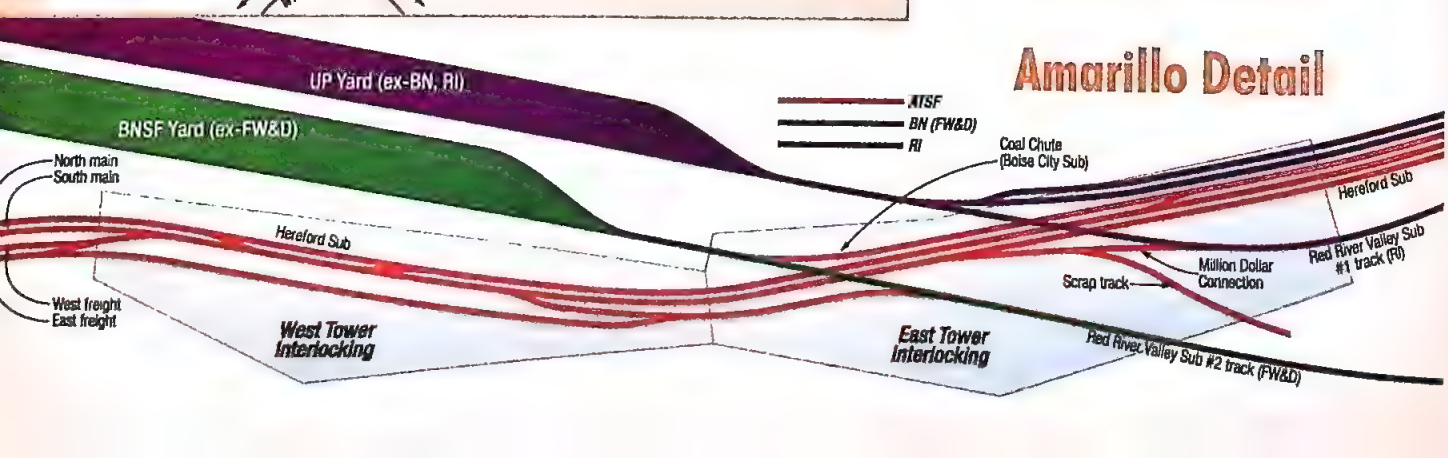
Just east of East Tower is Bull Road. It crosses the Santa Fe and former Rock Island main lines from near an intersection of Bull Road and North East Third Street, and is a great place to see and photograph all of the action near East Tower. For a short distance, North East 3rd Street parallels the ATSF Hereford Sub main line to Grand Street. The city has built an overpass for traffic on Grand Street, but left a lower access road, which crosses the Santa Fe Boise City and Hereford Subs as well as the former Rock Island. This is another good train watching spot, and the BN Red River Valley Sub is just a short distance south of this location. Just to the north of North East Third Street, there are some large elevators that be can be seen and the switching operations photographed. There are a couple of GP9s at the elevators, but seldom where they can be photographed. Both the BNSF and the UP/SP switch here.

East of Grand Street Overpass is Eastern, reached by turning south off of U.S. 60 onto Eastern Street. Many times a westbound will stop at Eastern waiting to get into Amarillo. Eastern is also the control point of the east leg of the wye for the Boise City Sub to the Hereford/Panhandle Sub. Occasionally, an eastbound train will stop here to get run around by another eastbound in order to stage trains before they get out and running toward Wellington. The coal trains for Kingsmill will use the east leg of the wye and also change crews at Eastern. There is supposed to be a plan in place to add another track from the Boise City Sub across the Hereford Sub at Eastern, and connect to the BN line for trains coming south on the Boise City Sub to go east on the Red River Valley Sub. This will allow some trains to move from the former BN to the former Santa Fe. The Boise City Sub has easier grades than the Twin Mountain Sub south of Trinidad, Colorado. Eastern is the location of the change in subdivisions on the main line. East of Eastern is the Panhandle Sub, while west of Eastern is the Hereford Sub. The Panhandle West dispatcher controls all of the track to West Tower though.

One mile east of Eastern, the Santa Fe crosses U.S. 60 with a pair of bridges over the divided highway that still have "Santa Fe" painted on them. Two miles east of Eastern Street is the Highway 335 loop that passes under the Santa Fe main line. There is a talking hot box detector just east of the overpass at milepost 548. North of the tracks and east of Highway 335 are two prisons, not exactly a good place to hang out to photograph trains. About a mile east of Highway 335 is a crossing that leads to the prisons. It isn't a bad location to shoot trains, but there isn't a good place to park. Just east of that location was a siding called Folsom that is no longer there, though the Folsom station sign is still in place. The prisons are officially named the Clemens and Neal Units of the Texas State Prison Association, but many railroaders jokingly call them Folsom Prison.

A little further east is the Iowa Beef Packers Plant on the north side of the tracks at the station of St. Francis. The beef plant gets a daily switch from a yard job out of Amarillo. Quite often, a GP7/slug set will come out of Amarillo to switch the plant. This is a daylight job and quite often spends time on the main line waiting on traffic. Just west of that, is the Texas State Technical Institute, a former Air Force base. There are some small industries here that the Santa Fe serves on occasion. Also in this area you will





***JUST NORTH OF AMARILLO,** off of Eastern Avenue along the Boise City Subdivision is this broadside view. On June 13, 1997, loaded Denver-Mill, Texas, coal train C-DVML1-10 awaits its turn to get into the Amarillo yards. A trio of BN SD70MAC's powers the 15,000-ton train.*

notice a 14-foot-high, chain link fence that extends over a mile and has screen wire covering it. This is to keep the Nexrad radar system from blowing out electronic ID tags on the cars and engines as they pass by. The AEI tags were burning out as trains passed the area, and the screen wire in the fence acts a deflector shield for the radar system. The Amarillo airport is on the south side of the railroad and the highway just east of Amarillo. The Rock Island line was rebuilt in the early 1960s to get around the new airport. With a little luck, you might catch a 727 coming in for a landing over a train.

Now that we have gone from East Tower eastbound, let's go west from that point, to Canyon, Texas. Just west of East and West Tower area is a sharp curve, with the old Santa Fe passenger station near the west end of the curve. The tracks change here from an east-west alignment to a north-south alignment. The large concrete and stucco depot sits near the corner of Third and Grant Streets. Since early 1999 the depot has been occupied by an upscale antiques store, and there have also been a couple of restaurants in it in the past several years. Former ATSF 2-10-4 No.5000 (*The Madam Queen*) rests in the courtyard, cosmetically restored. Many of the express tracks have been pulled up leading to the depot so photography from here is not bad, though there is an iron fence around the depot and express building.

A mile west of the depot is the Santa Fe yard office with its tower for the yardmasters to oversee operations of what was once called "Junior Yard." The yard at Amarillo is usually full of cars, but a nice view can be afforded from the Interstate 40 overpass, which crosses right over the middle of the yards next to the yard tower. The engine facility can be see from here also. I-40 also gives a good view of the Santa Fe engine service facility. Parking on the access road and walking up the side of the interstate is the only photographic opportunity of the facility off of railroad property.

South from the yard office, Lincoln Street can be used to view the railroad and has great photo opportunities for afternoon light. It runs near the tracks to 26th Street where the Santa Fe crosses over the street on another bridge with "Santa Fe" painted on it. The railroad used to cross 34th Street at grade at the west end of the yards, which has been a great train watching spot for many years. There are still some great views under the 34th Street overpass, where both sides of the tracks can be seen. Just south of this location is the Amarillo automobile unloading facility. It is not easy to photograph, and there usually isn't much rail activity in the daylight. They do have an SW1200 that sometimes can be photographed from 34th Street.

Another good location to watch trains is from the Washington Street overpass south of town where it crosses the Santa Fe. Westbounds drop through a little depression between 45th Street and the Washington Street overpass. (There are many of these natural depressions between Pampa and Clovis on the High Plains just like this one. In many places, the state of Texas has dug deep lakes to drain the water that collects in these depressions.)

Just west of the Washington Street overpass is the station of Zita. On the north side of Zita, the Santa Fe once had the Central Welding plant for the making of welded rail. It is now used as a TOFC facility. There is also an Owens-Corning Fiberglass plant, a grain elevator complex, and an Affiliated Grocers Warehouse on the south side of Zita. Many times, trains will set out or pick up at Zita from the TOFC facility. Zita can be reached by using the Farmers Road crossing from Washington Street. Just west of Zita is the Hollywood Road overpass that is a good photo location, especially for westbounds. It also has a good view of the intermodal facility. There is room to park under the bridge out of the way to photograph trains. Just west of there, Georgia Street crosses the tracks at an angle near the Haney Crossovers.

Almost all trains that come off of the Panhandle or Boise City Subs change crews in Amarillo. The only exception is the new Clovis-to-Childress pool that operates on the former Santa Fe and BN lines between Clovis and Fort Worth. These trains run through Amarillo.

West of Amarillo, the state is not particularly scenic except for a few spots. The amount of train traffic makes up for the lack of scenery, though. There are numerous small depressions and creek beds that the railroad crosses in the Panhandle, which are the few exceptions to the near featureless landscape of the region. One such crossing is on the north side of Canyon where the rails cross Palo Duro Creek, which flows through Palo Duro Canyon some 15 miles east of the this crossing. Palo Duro Canyon is known as

the Grand Canyon of Texas. It is well worth a side trip from the railroad.

While Canyon is a nice sized city of some 10,000, it serves as a bedroom community of Amarillo for the most part. It does, however, have West Texas State A&M University. The college has a football stadium and horse barns north of Canyon and close to the Santa Fe tracks, making for good locations for shooting trains. Buffalo Stadium Road just north (railroad east) of Canyon is a good place to photograph the Santa Fe, especially eastbounds. Just to the north of Canyon, the railroad drops down a bit to a high fill and crosses Palo Duro Creek. As the railroad crossed Palo Duro Creek, it also passes the football stadium and the horse barns of West Texas A&M University. This is a very picturesque area. To the east, there are some high cliffs that offer a spectacular view of the railroad for morning photography. In the afternoon, they make a nice backdrop for the trains. If you are lucky, the horses will be grazing near the tracks and get in the shot of the trains, making for two kinds of West Texas horsepower.

WITH FOUR FRESHLY-PAINTED ***warbonnet SDFP45s in charge, eastbound Los Angeles-Kansas City hotshot 1-893-25 hustles over Palo Duro Creek Bridge in Canyon, Texas*** *(top).* ***Train S-LACH7-14 detours through Ogg, Texas, on July 16, 1996, on account of track work on its normal route. The Plainview Sub sees semi-regular detour moves when maintenance closes alternate routes*** *(above).*

As the railroad passes the barns and stadium, it is still on a north-south alignment. The tracks then make a broad curve to the west and pass over U.S. Highway 87, which is also 23rd Street in Canyon, and the main north-south street. This street also passes West Texas A&M University. From behind Wal-Mart just south of the main line, there is a one of the more photogenic spots on the Hereford Sub. Just a little further west, the railroad will cross 15th Street at grade where the signals in both directions can be seen. They are approach lit signals and are only on if a train is lined through. After crossing 11th Street on an overpass, the tracks pass the Canyon depot. It is empty now also, but was recently used by Santa Fe signal maintainers. At the Fourth Street crossing is Lubbock Junction, where trains for the Plainview Sub will curve off to the south. Just west of Canyon, at MP 574.5, is a talking hot box detector that can be heard in both directions for quite a distance. The only bad spot to hear the detector is from the canyon floor near the Palo Duro Creek Bridge.

The north-south line was a relative late entry to the history of Texas. The line north of Amarillo was not opened for business as a through route until 1937. First, the railroad from Amarillo to the Texas state line near Kerrick was opened in 1931. It was built to serve the vast oil and gas fields north of Amarillo. Helium was also discovered in the Texas Panhandle and is a large industry there today. The remaining portion was opened to Las Animas Junction in 1937. The Plainview Sub was a little older than the Boise City Sub. From Canyon to Plainview, the railroad was opened in 1907. From Plainview to Lubbock, the line was opened in 1910, making a through route to East Texas from Amarillo.

The Plainview Subdivision: Amarillo (Canyon) South

Continuing south out of Canyon, we will take a look a the Plainview Subdivision. It is the shortcut between the Hereford Sub and the Slaton Sub. Trains that use the cut-off to Lubbock leave Amarillo on the Hereford Sub and run to Canyon. At Canyon, they take the Plainview Sub from a point in the west part of town known as Lubbock Junction. The Plainview Sub ties in with the Slaton Sub at Canyon Junction in Lubbock. The Slaton Sub lies between Tecific and Texico, where it joins the Hereford Sub at Lone Star Junction near the New Mexico border. The Plainview Sub is a non-signaled, 49 mile-per-hour railroad between Lone Star Junction and Canyon Junction The crews that operate these trains come from Slaton.

Trains that go south on the Plainview Sub. are going railroad westbound. They drop down a slight grade out of Canyon, bottom out at Tierra Blanca Creek, and then climb out of the shallow valley to the same rolling featureless plains as the rest of the Panhandle. About the only other scenic highlight of the run toward Lubbock is the crossing of Middle Tule Creek at Tulia, Texas. The railroad makes a couple of curves and drops down a shallow valley south of Tulia to cross the creek on a wooden trestle that makes for some nice photographs. Tulia is a depot hunter's paradise, with three depots in town. Next to the tracks is the Tulia depot that was in the process of being torn down when the city stepped in and stopped it. There is also the Happy, Texas, depot that is in a park downtown quite a bit east of the railroad. Also, a children's clothing shop along Main Street is housed in what was the Rolla, Kansas, depot.

The Plainview Sub is an agricultural railroad with grain and cotton grown all around it and with large feed lots next to the tracks. The Plainview Sub has some large grain dealers in Tulia and Plainview that serve the feed lots. At Tulia is a yellow Alco switcher that is used to move cars at the Continental Grain dealer north of the depot on the west side of the tracks. Just north of Plainview another rare piece of equipment, a former Rock Island SW1 (still in RI colors) is at the grain elevator, usually inside a shed.

To follow the railroad, take U.S. 87 south out of Canyon. There are places where U.S. 87 and Interstate 27 are the same, but in general, stay on U.S. 87. Between Canyon and Tulia are the stations of Ogg, Happy and Kaffir. Happy is the only station of the three that has a town, and usually has loads of grain during the wheat and milo harvests of the Panhandle. Like much of the Panhandle, this area is well irrigated due to limited rainfall. Most of the time, the local from Lubbock to Amarillo will work the stations of Happy, Tulia and Plainview each day. The manifest trains that travel this line will frequently stop at Tulia or Plainview also. The normal traffic on the Plainview Sub are the M-AMAPTR (Amarillo to Houston Port Terminal Railway) and the M-TPLAMA (Temple to Amarillo), plus the local between Lubbock and Amarillo. It carries a symbol of L-AMA0331, and goes on duty at Lubbock on Monday, Wednesday and Friday at 12:01 p.m. Train L-AMA0341 goes on duty at Amarillo on Tuesday, Thursday and Saturday at 12:00 p.m. There will also be a M-SLAAMA (Slaton to Amarillo) train that operates when needed to move excess traffic and grain trains that terminate at Plainview or travel on the former BN to Dimmit from Plainview. The BN ran a local from Amarillo to Plainview for some time via the Santa Fe, but since the BNSF merger, the traffic now simply moves via the manifest trains to Plainview for a local from Plainview to handle to Dimmit.

At the south edge of Tulia, the highway passes under the railroad to parallel it on the west side to Plainview. Between Tulia and Plainview, there are the stations of Kress and Finney. Both are simply elevators. Along the north side of Plainview are several large grain elevators and the IBP beef packing plant. There is a road switcher based at Plainview to work these various places. The R-AMA0261 goes on duty daily except Sunday at 9:00 a.m. and can be found about anywhere around Plainview with a pair of engines. Plainview has a nice county seat brick depot near the middle of town. Just southeast of it stands the former FW&D brick freight house. The BN also has a metal depot in Plainview that is the current "open" station in town. For many years, the Frisco trains that operated from Quanah to the Santa Fe came through Plainview. They were interchanged to the ATSF on another branch line out of Plainview, at Floydada, Texas. These Frisco/Santa Fe trains ran to Plainview, then south to Lubbock, then west to Clovis. These trains now run via the Avard Gateway through Enid, Oklahoma. The Floydada branch was sold a few years back to the Floydada & Plainview Railroad, which also operated a group of branch lines around Lubbock under the name of the Seagraves, Whiteface & Lubbock. The Floydada branch did not live long as a short line though, lasting only a couple of years before abandonment. The track has since been ripped up.

***EVEN BEFORE THE BNSF MERGER**, a trackage rights agreement saw BN power and trains running on Santa Fe's Plainview Sub. A pair of BN SD40-2s haul train NO.481 through Happy, Texas, on February 7, 1995 (above). The classic Santa Fe depot in Plainview, Texas, witnesses the passage of Temple-Amarillo train TEAM on July 2, 1995, with Dash 8-40CW No.923 on the point (below).*

TERRY LaFRANCE

The Plainview Sub will occasionally serve as a detour route between Amarillo and Clovis. When track work is being done on the Hereford Sub, trains are detoured south from Canyon to Lubbock then west via the Slaton Sub to Texico, or vice versa. There have even been times that the Plainview Sub has served as a detour route from Kansas City to Houston. During 1994, the Santa Fe flooded between Winfield, Kansas, and Oklahoma City, Oklahoma. Trains between Kansas City and Houston were detoured via Amarillo, Lubbock, Sweetwater and Temple. This rather lengthy detour was more economical than using another railroad, though. With the BNSF merger, the railroad has two shorter routes between Kansas City and the Fort Worth area. Unless both are out of service, this lengthy detour will not likely happen again. The Plainview Sub has also handled some coal trains between the BN at Amarillo and the Santa Fe at Smithers Lake (near Houston), recently. When some intermodal traffic shifted from the Slaton Sub to Sweetwater and Fort Worth to run via Amarillo and the former BN, the coal trains were temporarily shifted to the Plainview Sub detour until the crews on the former BN line could be adjusted to handle the increased traffic.

The Boise City Subdivision: Amarillo North

Back in Amarillo, we will take a look at the Boise City sub named for Boise City, Oklahoma. It is used as a connection between the northern and southern main lines. Since the merger, it has gained some new traffic from the Pacific Northwest to Texas. The Boise City Sub extends from East Tower at Amarillo, to Las Animas Junction on the La Junta Sub. It crosses the Texas Panhandle on a north-south alignment that roughly parallels U.S. Highway 287 north of Amarillo. It only sees four to six through trains daily, though it does cross another busy line in the northern part of the Panhandle, namely the Cotton Belt (Union Pacific) former Rock Island Golden State Route at Stratford. The crews that operate over the Boise City Sub are from both Amarillo and La Junta, Colorado. Going north from Amarillo (railroad westbound), the railroad drops down a grade that varies to a maximum of 1.0% until it reaches the 1736-foot-long bridge over the Canadian River at Puente, and then climbs back out on a variable grade of up to 1.0% on the other side. The railroad starts its descent into the river valley at milepost two just north of Amarillo at a height of 3654 feet above sea level. Some 17 miles later, it is at 3113 feet. It has climbed back out of the valley at MP 34 at Exell at a height of 3724 feet above sea level. The rest of the way to Kerrick, the railroad rolls across the barren rolling hills. The Boise City Sub crosses the Loop 335 north of Amarillo on a concrete overpass — that can be scenic in the right light — just north of Amarillo.

A few miles north of Amarillo, there is a water treatment plant road that can be used to reach the siding at Julliard, one of only three places in the Panhandle north of Amarillo for lengthy trains to meet. This is milepost six on the Boise City Sub. At MP 14, the highway and railroad make a unique crossing with the northbound lanes of the four-lane divided highway going under the tracks, and the south bound lanes going over the tracks on a new bridge. Five miles north of the highway over/underpasses, one comes to the scenic highlight of this line, the crossing of the

***SANTA FE UNITS** power a train past the unique over-and-under highway crossing near Puente, Texas, on the Boise City Subdivision on March 9, 1991 (above). A Los Angeles-Chicago stack train rounds the curve at Marsh, Texas, near MP 27 on the Boise City Sub on July 20, 1991 (right). That same day, Dash 8-40BW No.512 passes the weather-beaten depot at Dumas, Texas (opposite page).*

Canadian River at Puente, 19 miles north of Amarillo. The river bridge can be seen from U.S. Highway 287, and is best photographed in the morning as it west of the highway about three-quarters of a mile. Between Amarillo and Dumas, the railroad passes through several small cuts that seem to be small — until a train disappears in them. The vastness of the landscape makes the trains seem so small and distance deceiving.

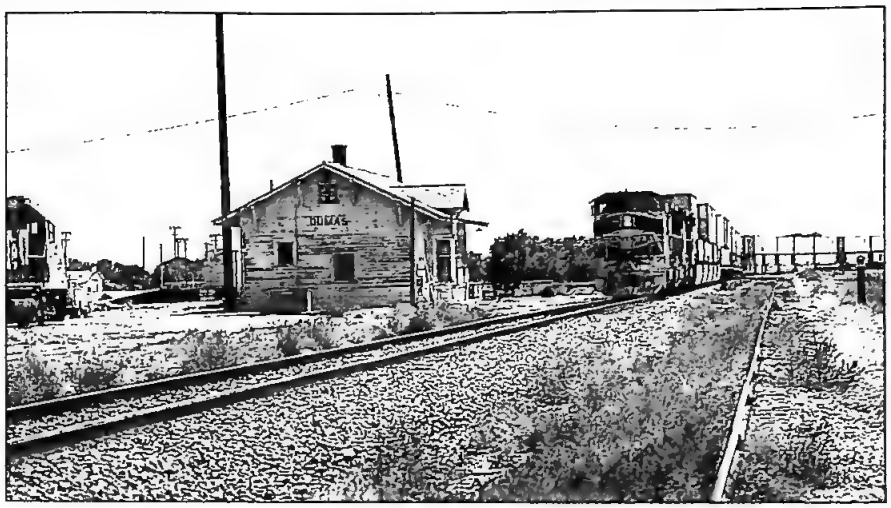
The wood depot at Dumas still stands, and is used by the railroad as a base for a road switcher that goes to work daily except Sunday, and for maintenance-of-way forces. Dumas is the first town north of Amarillo, as places like Julliard, Puente and Marsh are simply sidings along the way. Marsh still has a stock track with the Santa Fe stock pens, but they are not used anymore. Exell has a helium plant that used to load out several cars of helium each working day, but much of this traffic now moves by truck instead.

At Machovec, the Machovec spur cuts off to the east for five miles to a carbon blacks plant and a refinery at Sunray. It does make a connection with the former Rock Island Liberal-to-Amarillo line that was abandoned in the '60s when Lake Meredith was built. A piece of this line is operated by the Texas North Western to serve the refinery. The spur was also used as a meeting track until 1994 when a head-on collision between a loaded and empty coal train occurred there. The empty had backed out on the spur to let the eastbound loaded train pass. The eastbound arrived, however, before the crew on the empty had gotten the switch lined back, and ran into the empty train, destroying several locomotives and spilling coal. The spur no longer serves as a meeting point as the railroad added a second main track at Machovec. The second main track is in place from MP 57.9 to MP 59.7, and is considered as double track, Track Warrant Control, non-block territory.

The Santa Fe crossed the Cotton Belt (now UP) former Rock Island Golden State Route at Stratford. There is a CTC controlled switch at Stratford for the SP/UP trackage rights trains to go between the UP and the Santa Fe. The switch is designed to allow a train coming east (geographically south) on the Santa Fe to go west on the SP. The UP dispatcher controls it.

U.S. Highway 287 roughly parallels the railroad on the east side of the track from Dumas to the state line. Other than the crossing at MP 14, the road also goes under the tracks again near Marsh and Excell. There are talking hot box detectors at MP 13.6 near the U.S. 287 crossing, MP 28.1 just north of Marsh, MP 54.2, just south of Machovec, MP 69.6 halfway between Etter and Lautz and MP 93.2 south of Kerrick.

Traffic on this line includes the Powder River Basin to Mill coal trains (C-CKMMLT/E-MLTCKM or C-BTMMLT/E-MLTBTM), and the Amarillo to La Junta manifest trains (M-AMALAJ/M-LAJAMA), making a total of four normal trains daily over this line. The manifest train symbols change frequently as the BNSF tries to make the best of their assets to move traffic. There is also a seasonal local, the L-AMA0111, that goes on duty at Amarillo Sunday through Friday at 2:00 p.m., and can go as far as Lautz (north of Etter) and back to Amarillo.



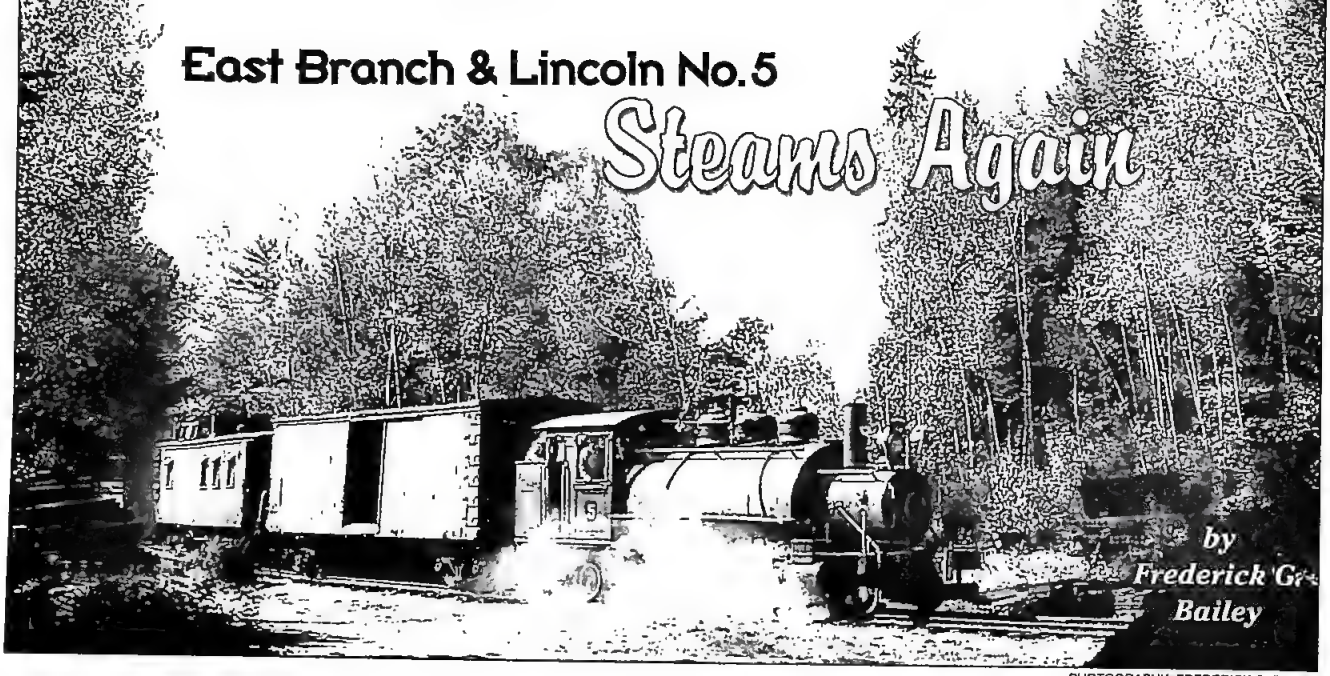
There is also another road switcher based at Dumas. Train R-AMA0101 goes on duty at Dumas at 10:30 a.m. and goes to Etter daily except Saturday to interchange with the Texas Northwestern and switch the Monfort beef packing plant. The Monfort plant is actually at the town of Cactus, though the railroad simply refers to everything here as Etter. Cactus is the town on the east side of the highway that once had a prisoner of war camp during World War II and Etter is the town on the west side of the highway. The former Rock Island branch which ran from a connection on the defunct Amarillo to Liberal line to a connection on the Golden State Line at Dalhart crossed the Santa Fe here. The crossing has been removed, but the two legs of the wye still exist for interchange. Santa Fe's Shattuck Branch trains also could use this line. They had joint track between Morse and Etter. Morse is the end of Santa Fe's Shattuck branch. It was sold in the late 1980s to the Southwestern Railroad and is still operated by it with headquarters at Perryton, Texas. The Shattuck branch was seldom served from the Boise City Sub, trains on it ran out of Shattuck, Oklahoma. Rock Island trains began trackage rights over the Boise City Sub between East Tower in Amarillo and Etter while Lake Meredith was built near Fritch, covering the Rock Island line. These Rock Island trains on the Boise City Sub (Dumas District at that time) began in the early 1960s and continued until the Rock's demise in March 1980.

The small metal Rock Island depot at Etter sits just east of the U.S. 287 highway overpass with a Texas Northwestern station sign on it. The pair of TN SW7s may be photographed here in the afternoon exchanging cars with the Santa Fe before they head back to Sunray. The Santa Fe depot here burned down in the mid-1960s. At Stratford, the pheasant capital of Texas, the Santa Fe depot serves as a museum. It's situated east of the Santa Fe tracks near the former site of the Rock Island depot. The tracks just south of Stratford cross a dip in the terrain, and make a pair of curves that are nice for photographing trains in either direction. Morning shots are best here as the highway is east of the tracks. The ATSF/UP crossing is open and easily photographed in the southwest part of town. The Santa Fe has trackage rights on the UP from El Paso to Topeka passing through Stratford, but they are seldom used. A couple of detour trains have used this route, but nothing on a normal basis.

The Boise City Sub serves as an occasional detour route between the northern and southern routes of the former Santa Fe. If there is a derailment or wash out on the Panhandle or La Junta Subs, the Boise City Sub can serve as a detour route. Even Amtrak's *Southwest Chief* detoured over the Boise City Sub during April of 1996 when a bridge burned in New Mexico. The Santa Fe tried running the Barstow-to-Denver manifest trains over this line for a short time to skip the crossing of Raton, but it took too long to handle the train via Amarillo, and they were routed back over Raton.

In Part Two we will look at the busy Panhandle and Hereford Subs that serve as part of the BNSF's Transcontinental Main line from Chicago to California.

East Branch & Lincoln No.5 Steams Again



by Frederick G. Bailey

PHOTOGRAPHY: FREDERICK G. BAILEY

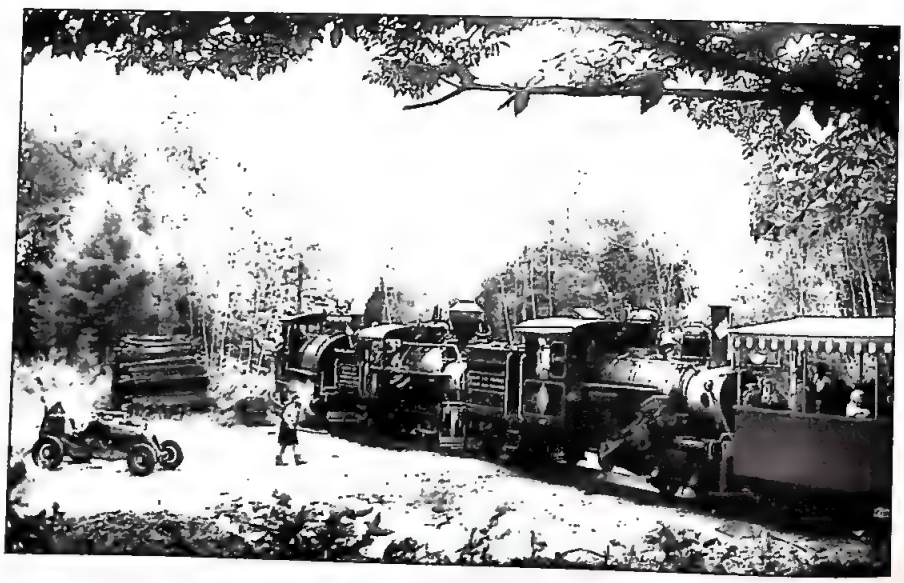
IT'LL POSSIBLY GO DOWN in history as the last steam locomotive revival in the United States in the 20th century. Indeed, it was quite unexpected and caught most area steam enthusiasts off guard. Following the White Mountain Central's 40th anniversary celebration in September 1998 (R&R February 1999), most observers thought it would be years before the New Hampshire tourist line hosted another spectacular event. Certainly it couldn't happen two years in a row!

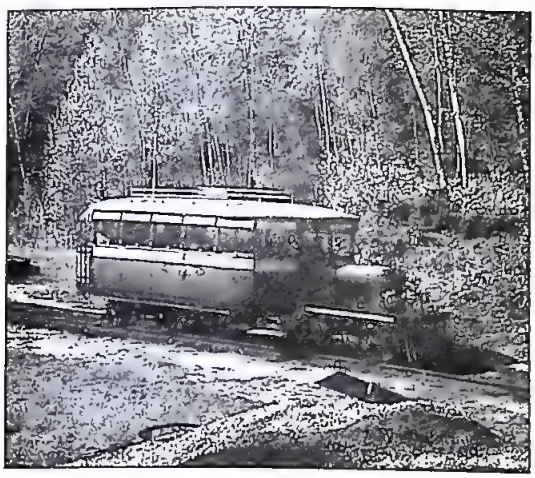
Enter East Branch & Lincoln Railroad 2-4-2T No.5 into the picture. The lanky 50-ton saddletanker was constructed in November 1906 by Baldwin Locomotive Works for local lumber baron J.E. Henry at the suggestion of his locomotive engineers, who reasoned larger locomotives were needed to expedite heavier road-haul trains on Henry's then ever-expanding logging railroad. The locomotive's design was obviously a good one for the EB&L, as No.5 is believed to hold the distinction of operating the longest loaded EB&L log train ever (28 cars), and it survived several corporate owner changes to steam in regular service into the 1950s. After the EB&L woods trackage was torn up in 1948, No.5 was relegated to yard switching duties at the larger paper mill complex in Lincoln, New Hampshire, for nearly another decade. When the town of Lincoln celebrated its Bicentennial in 1965, Franconia Paper Company steamed up No.5 for the event. It turned out to be the 2-4-2T's final steaming for 34 years.

EB&L No.5 was subsequently acquired by Sherman Adams, who was in the process of developing a recreational complex at nearby Loon Mountain. Adams was friends with the Clark family of North Woodstock, operators of the popular Clark's Trading Post and the then-fledgling White Mountain Central, and plans were laid to eventually connect the two tourist attractions with an excursion railroad featuring No.5 as the primary road locomotive. Unfortunately, Interstate 93 was built between the two properties and the tourist railroad never became a reality. No.5 was soon placed on a display pedestal at the entrance to what was to become the Loon Mountain Ski Area. It remained there for nearly 30 years.

During that time, members of the Clark family often dreamed about the day No.5 might again steam in the New Hampshire woods. The Clark's are well-known locally for their efforts to preserve White Mountain region history, of which the logging era and steam railroading was an important part. What better way would there be than to add a locomotive to the White Mountain Central roster? With the WMC's 40th anniversary approaching in 1998, the Clark's quietly began negotiations with the current Loon

UNDER STEAM FOR THE FIRST TIME SINCE 1965, East Branch & Lincoln 2-4-2T No.5 made its public debut as a tourist hauler over the weekend of September 25-26, 1999, on the White Mountain Central Railroad at North Woodstock, New Hampshire. Several photo freights were operated during the weekend as part of Clark's Trading Post's First Annual Railroad Days** (above). **For the first time in its 41-year history, the WMC operated a triple-header on September 25th as EB&L No.5 joined Climax No.6 and Shay No.4 on the tourist train** (below). **The WMC operates as part of Clark's Trading Post, based upon providing affordable family fun, so when the tourist train crossed the line's covered bridge and entered "Wolfman Territory," the three locomotives were expected to get close scrutiny from the crusty character.





***THE WMC's 1929 REO RAILBUS** made its first run in a number of years for Railroad Days, giving a load of photographers a ride to a photo location on September 26, 1999 (above). A similar rail-mounted vehicle might have been found transporting lumberjacks into the New Hampshire woods 60 years earlier. EB&L No.5 performed the duty for which it was built in 1906, hauling logs in the Pemigewasset River valley (below). Someday in the future, the trees behind the train will probably obscure I-93 in the background, thus creating another virgin logging scene along the White Mountain Central.*

Mountain management to transfer EB&L No.5 to the Trading Post grounds.

Negotiations weren't completed in time for No.5 to participate in the WMC's 40th anniversary party, but they did continue. On November 22, 1998, the New Hampshire *Sunday News* featured a story that summed up the outcome: "Locomotive Exchange Fuels Memories of Logging Heyday." The story went on to tell about how Clark's Trading Post and Loon Mountain had made "a quiet exchange of pastures for two iron horses whose histories are rooted in the region's vivid logging history." Indeed, EB&L 0-4-0T No.3 replaced EB&L 2-4-2T No.5 on the display pedestal at Loon Mountain. Back on live rails for the first time in several decades, No.5 was given an appropriate tour of the Trading Post railyard courtesy of WMC Climax No.6.

Lack of available shop space and other more pressing projects prevented No.5 from receiving much attention during the winter months, but once the warmer weather of spring arrived, WMC Shop Superintendent David Clark and Locomotive Engineer Leon Noel began working on the locomotive on a "time available" basis. Initial plans were to simply determine if No.5 was in good enough condition to warrant a full restoration to operating condition. Once work began, it quickly became apparent that the 2-4-2T was in much better shape than expected for a locomotive that had not run in 34 years. This was believed to be largely due to the efforts of Eddie Parent, long-time EB&L engineer and latter-day steam locomotive caretaker, who carefully prepared the locomotive for the day it might run again back when it was first put on display. In his honor, No.5 carries his name and his daughter was in attendance for the locomotive's revival.

By early September 1999, word in local railfan circles indicated that Clark's Trading Post would be operating "something special" featuring the White Mountain Central Railroad on the weekend of September 25th-26th. On September 20th, EB&L No.5 had a fire on its grates for the first time since 1965! The stage was set for what Clark's Trading Post billed as its "First Annual Railroad Days".

Obviously, a "new" operating steam locomotive in the 1990s is a justifiable reason for celebration, and the Clark family knows how to celebrate! To welcome No.5 to the WMC's roster, the railroad also had 0-4-0T No.1, two-truck Heisler No.4 and two-truck Climax No.6 under steam and the 1929 Reo Railbus (which hadn't run for a number of years) ventured out on the main line as well. No.5 returned to the service for which it was designed in 1906 by hauling several log trains in the New Hampshire woods, and both the 2-4-2T and the Heisler got turns at the head end of a photo freight featuring a wooden boxcar and ex-Boston & Maine wood caboose. On Saturday afternoon, an impromptu decision resulted in No.5 being added to a scheduled double-headed passenger train; it was the WMC's first triple-header in 41 years of operation. Even though it was operating under reduced boiler pressure, the saddletanker easily outshouted its geared locomotive counterparts marching up the hill.

EB&L No.5's return to steam was a significant event that couldn't have happened without the cooperation of some key individuals. The Clark family extends their thanks to General Manager Rick Kelley and Mountain Manager Danny Bourassa of Loon Mountain for their support and efforts in making the locomotive trade possible. Kudos are in order for David Clark and Leon Noel for getting the locomotive under steam. Callum Grant, Bobby Henderson, Fred Englert, and the fellows from New Jersey's Pine Creek Railroad (UFG Rail Service) played important roles in making WMC's "First Annual Railroad Days" a huge operating success. Edward M. Clark, one of the WMC's founders, expressed great delight in the success of the event: "It gives our railroad people a chance to shine."

The event probably secured a bright operating future for EB&L No.5, too. The locomotive proved to be mechanically sound, and worthy of a full restoration. Perhaps more significantly, test runs with the WMC's regular five car passenger consist revealed that the saddletanker is capable of handling the line's excursion runs. The 2-4-2T has the capability of becoming a reliable backup for Climax No.6 without having to reduce train size, an important factor during most of the busy summer tourist season when WMC excursion trains normally run at full capacity. WMC expects to perform major boiler work on the 2-4-2T over the winter and, barring any unforeseen surprises in the boiler, EB&L No.5 should have a bright operating future.

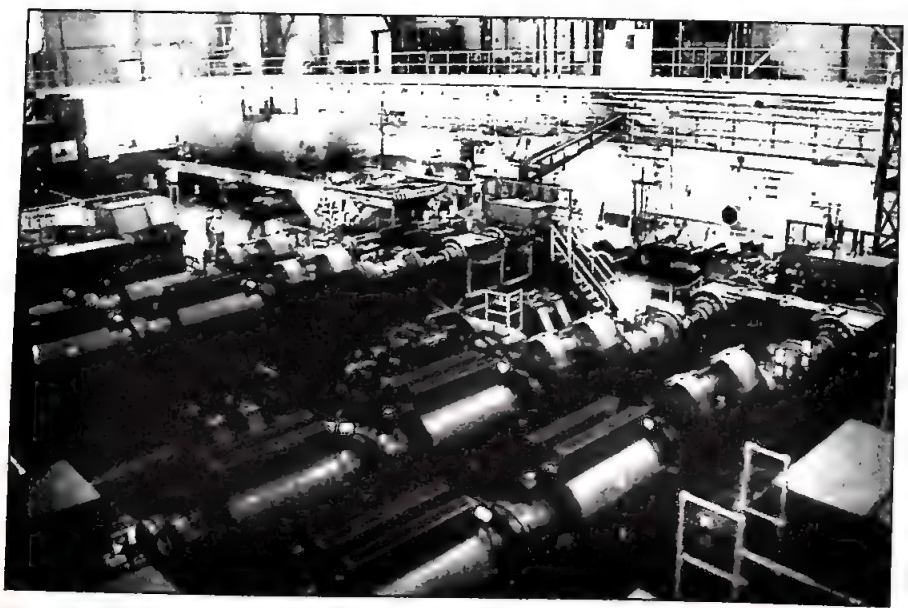
Railroad Test Tube

By Walter Weart

Behind the Scenes at the FRA/AAR Transportation Technology Center in Pueblo, Colorado

RESEARCH and development usually brings to mind a suburban campus office park or laboratory where scientists and engineers refine now products and look for the next breakthrough. What about a laboratory that covers 52 square miles of Colorado's high prairie with high speed locomotives, special test cars and over 48 miles of railroad track where the researchers wear jeans instead of lab coats?

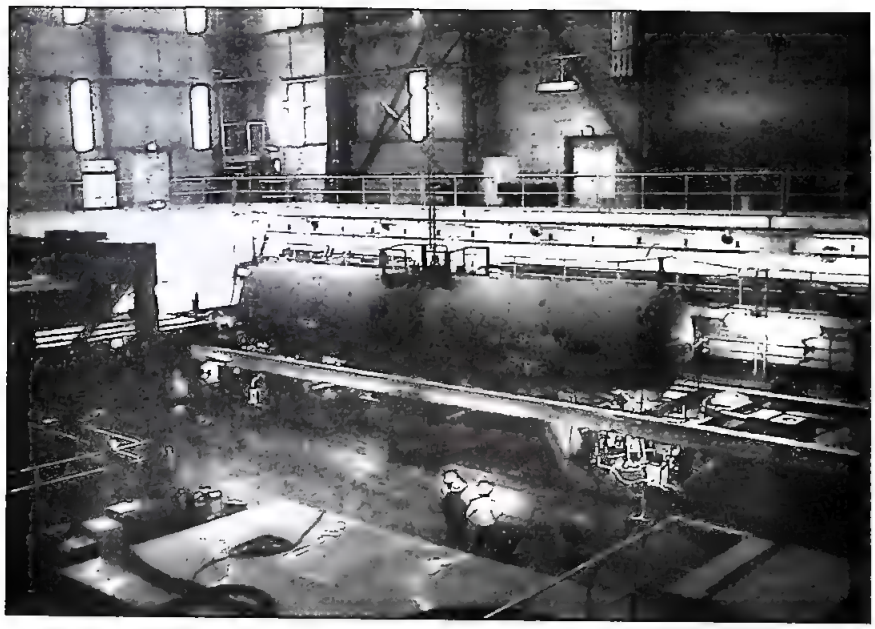
THREE REBUILT GP7s owned by the Federal Railroad Administration sit in front of the Center Service Building at the Transportation Technology Center outside Pueblo, Colorado** (above). **The TTC is the laboratory where improvements to rail technology are tested. The Rail Dynamics Laboratory building houses equipment that can test entire locomotives and cars for response to induced vibrations, stresses and other input parameters that might be encountered in revenue service** (below). **Various data bases of track geometry, from smooth Amtrak Northeast Corridor quality to poor branch line "rockand roll," are stored in computerized form. By feeding this data into actuators, test fixtures can simulate hundreds of thousands of mile of track to accelerate fatigue, or it can simulate poor track conditions to evaluate various truck suspension modifications such as snubbers and auxiliary springs. In the high bay we find dynamometer roller rigs once used to evaluate locomotive drive power systems. Designed and built in the 1970s, their capacity is much less than the per-axle power that can be generated by modern a.c. locomotives, so the roller rigs are now surplus. In the background is the Simuloader.



Let's get some acronyms out of the way first. This laboratory is called the Transportation Technology Center (TTC) and is owned by the U.S. Department of Transportation's Federal Railroad Administration (FRA). The Association of American Railroads (AAR) has contracted with FRA to operate TTC since 1982. AAR formed a new wholly-owned subsidiary on January 1, 1998, called the Transportation Technology Center, Inc. (TTCI) to operate and maintain TTC on its behalf. TTCI operates as a for-profit business, with all profits being reinvested in improving the employees, equipment and the site.

Funding for the operation comes from a variety of sources, including a strategic research program conducted by AAR for its member railroads. A significant percentage of TTCI's revenue also comes from contracts with FRA in such areas as hazardous materials transportation, safety research and cooperative research programs in track safety, heavy axle loads and other passenger train safety. In addition to these customers, TTCI provides services to private customers such as the locomotive builders Electro-Motive Division of General Motors Corporation and General Electric Transportation Systems; car owners like TTX and DuPont; car builders including Gunderson, Johnstown America, Trinity Industries and National Steel Car; component manufacturers like Naco, WABCO, NY Air Brake, American Steel Foundries and CF&I Steel and many others.

In addition to its research and development services, TTCI operates the world's foremost emergency response training center. Open to railroads, shippers,



***THE SIMULOADER** is used to induce vertical, lateral and longitudinal forces into a car frame or body that would be encountered in regular service (above). By accelerating these forces, car life fatigue can be studied and weak components identified. Four full-scale train wrecks are located at the TTC's Hazmat Training site (below). Students attend one-week classes on what to do when there is a derailment involving hazardous materials. In addition to classroom sessions, several days of hands-on training are included where students work on actual wrecked cars featuring stuck valves and pressurized tanks that need venting. As a bonus, instructors often set off mock explosions to keep everyone on their toes.*

and public and private emergency response organizations, the training center includes over 65 railcars and highway cargo vehicles, intermodal equipment and even a mockup of a marine chemical barge. Four full-scale derailments are used for training in various aspects of emergency response. About 2000 emergency responders attend the one- and two-week classes at TTC each year.

TTC was originally developed by DOT in 1971 with funding from the High Speed Ground Transportation Act. This legislation was to foster the development of new types of trains that would modernize our passenger services. Other countries in Europe and Asia were well ahead of the U.S. and our government was concerned that we would lose a market for American technology and services if we didn't have the trains of the future.

The site chosen for TTC is about 25 miles northeast of Pueblo, Colorado, and is large enough for a planned but never completed 30-mile, high-speed (more than 250 miles per hour) loop. The remoteness of the site has many advantages, including the complete lack of neighbors who might be bothered by train operations at any hour of the day or night.

The Pueblo location was well suited to the early high speed testing since some equipment was noisy and required lots of space. One of the vehicles tested at TTC by the FRA set the world's land speed record of 255.4 m.p.h. (411 km/h) on August 14, 1974. This record stood for several years until surpassed by the French. The test vehicle was powered by a linear induction motor, the technology used for today's magnetic levitation systems under full-scale tests in Germany and Japan. None of the technologies tested at TTC in the early days proved to be economically feasible and research was abandoned by 1982. The vehicles tested by FRA at TTC are on public display at an outdoor museum at the Pueblo Memorial Airport. The test tracks for these vehicles are no longer in use but could be restored if future testing is warranted.

TTC was earmarked by the Reagan Administration for closure in 1982. By this time, the AAR had been participating in a project with FRA to study track-train dynamics at TTC. AAR offered to take over TTC at no ongoing cost to the government while continuing to keep the facility operational and available to industry and government for research and development of conventional rail system technology. Since that time, the AAR-FRA relationship at TTC has been widely touted as one of the best examples of federal facility privatization.

Around the tracks

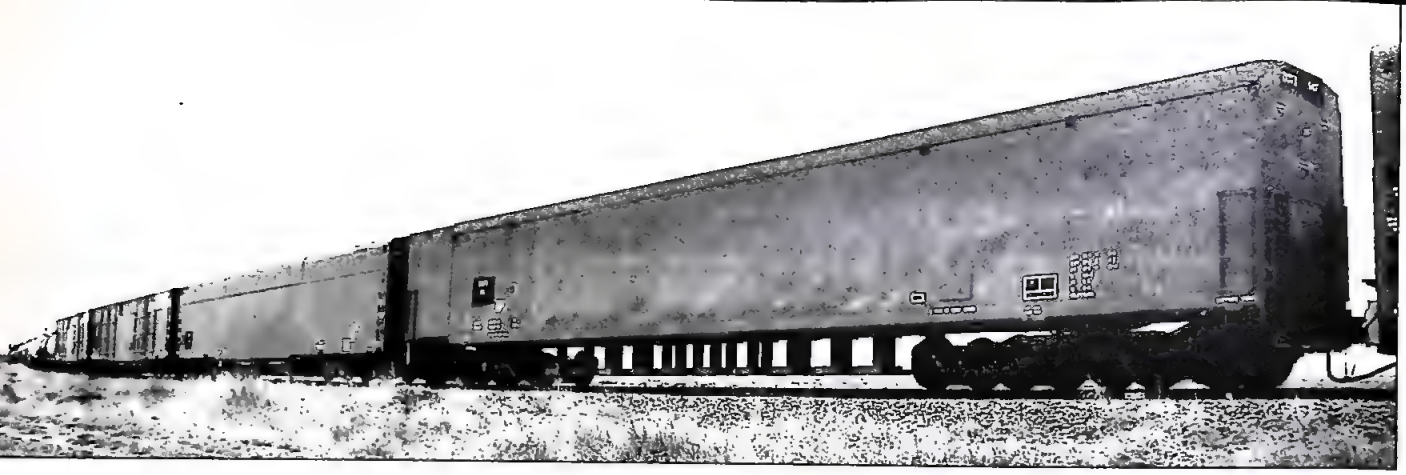
TTC's test tracks are designed and maintained for specific uses ranging from testing heavy axle loads to transit car performance evaluation. The major test tracks include: the High Tonnage Loop; the Railroad Test Track; the Transit Test Track; the Wheel-Rail Mechanism Track; the Precision Test Track and the Impact Track.

The High Tonnage Loop is 2.7 miles long and is the site of Heavy Axle Load (HAL) testing and evaluation. Also known as the Facility for Accelerated Testing, or FAST, this is a cooperative project funded by both the AAR and the Federal Railroad Administration. The major emphasis is on evaluating the effects of increasing loads beyond the currently accepted for unrestricted interchange 286,000 pounds on the track structure and train performance. Current research is nearly completed for 39.375 tons per axle, or 315,000 pound gross vehicle weight, and future plans call for studying freight cars weighing even more.

The Wheel-Rail Mechanism (WRM) loop was constructed with curves ranging from three to twelve degrees. The 3.5-mile WRM loop is used to measure the vehicle dynamic response of newly designed rolling stock. The track is used regularly to evaluate the service worthiness and interchange acceptability of new freight cars against the requirements of Chapter XI of the AAR Manual of Standards and Recommended Practices.

The Railroad Test Track (RTT) is a 13.5-mile loop of high speed track recently rebuilt for testing at speeds up to 165 miles per hour. The RTT is equipped with a.c. electric power.

PHOTOGRAPHY: WALTER WEART, EXCEPT AS NOTED



***THE RAIL GARRISON TRAIN, a hold-over from the Cold War, is currently stored at the Transportation Technology Center** (above). **The train was to be capable of launching multiple nuclear warheads and would be in constant movement over the nation's rail system to thwart enemy detection. The pads under the car would be lowered against the rails to provide stability when launching a missile. The latest trainsets to test at Pueblo are Amtrak's Acela equipment** (two photos below). **The TTC has equipped a freight train with Electronically Controlled Pneumatic brakes and is testing the system in conjunction with the Heavy Axle Load research program. Special equipment is placed on each car to monitor the results of the tests** (opposite).*

delivered by an overhead catenary system operating at 60 Hertz at voltages from 12.5, 25 and 50 Kv. The electric system was originally designed for testing Amtrak's first AEM7, and is currently being used to conduct break-in and acceptance testing of Amtrak's new *Acela* high speed trainsets. Numerous commuter trains have been tested on the RTT, most recently bi-level cars for MARC and the Long Island Rail Road. The RTT has an electrified balloon loop for testing curving response as well as turning trains around.

Transit cars are tested on the 9.1-mile Transit Test Track (TTT). The TTT is equipped with a d.c. electric system providing power from 600 to 1500 volts supplied by third rail and two miles of light catenary. The loop is equipped with six different track construction techniques and is used to test performance and compliance with acceptance criteria of new transit cars. A 150-foot radius (38 degree) tight turn loop is connected to the TTT allowing for vehicle-track interaction research. Some locomotive performance testing is also done in the TTT to take advantage of its curvature and grades.

The Precision Test Track (PTT) was originally constructed to test the linear induction motor vehicle that set the world land speed record in 1974. It is now used to determine rail vehicle responses to track geometries and irregularities and is maintained to the precise standards specified in Chapter XI.

Nowhere today would a railroad intentionally crash trains together but at TTC. The impact track was built there by the FRA to study the effects of collisions, and has been used to examine the effects and mitigating techniques of such accidents as grade crossing collisions, caboose-locomotive collisions and tank car puncture resistance. Plans are now underway for studying collision resistance of some new transit cars.

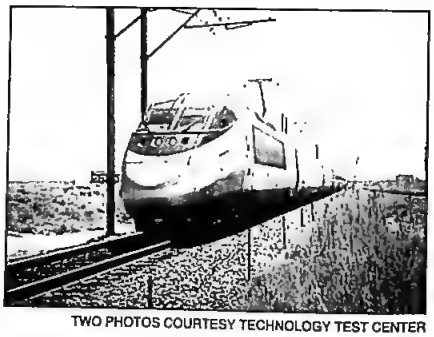
Rolling stock

Motive power at TTC is about as far ranging as one might imagine. The FRA owns three rebuilt GP7s, a GP40 and a GE U33C. The latter is geared for 100 m.p.h.-plus service, and all are used routinely. A GE 70-Tonner was transferred from an Air Force base recently and is also used for switching. In 1997, the AAR added to the fleet by purchasing a rebuilt GP40, also geared for high-speed test service. Member railroads supply power for the HAL train at FAST. During 1997, for instance, the HAL lashup included a Burlington Northern GP30 on the point, followed by a GP38, two GP40s and a GP40-2 from Canadian Pacific, Norfolk Southern, Conrail and CSX respectively. Only four-axle locomotives are used on the HAL train. This power consist will change from time to time but represents what is typical.

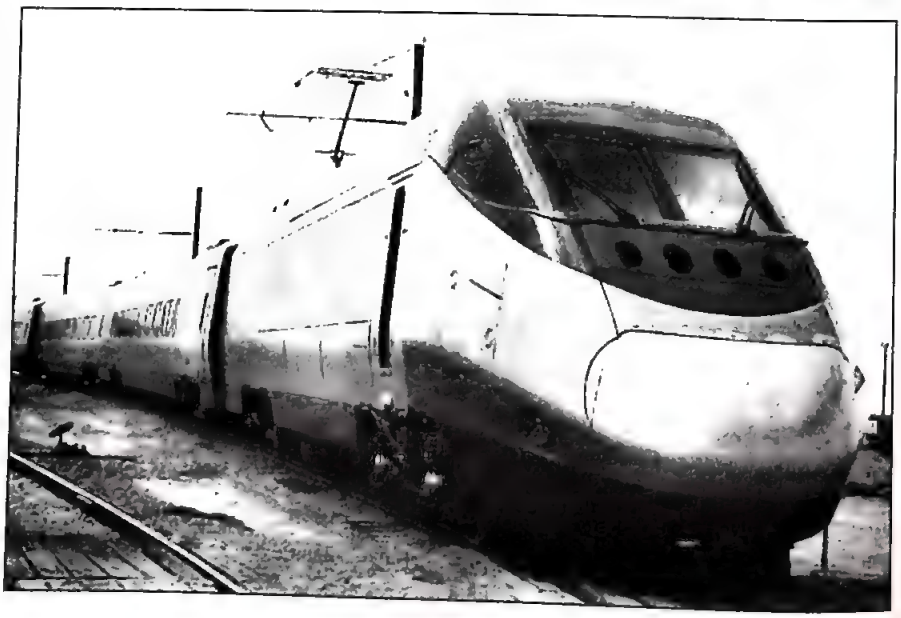
EMD performs its new product testing and development at TTC and maintains a fleet of locomotives to support its activities. A couple of SDP40s and SD60s are typical residents at TTC. Current testing includes the new 6000-h.p., four-axle SD90MAC's as well as the new DE30 passenger locomotives for Long Island Rail Road.

Maintenance on locomotives and test cars is performed in the Center Service Building (CSB). Traction motors, cylinder assemblies and alternators are routinely removed and serviced here. Instrumentation is added here to freight and passenger cars that are to be tested. A Hegensheidt wheel lathe is installed below-ground in the CSB and can be adjusted to any wheel profile desired. The CSB also houses a motor pool, machine shop, carpenter shop, paint shop, electric shop and crew headquarters for the trains.

TTC has over 100 freight cars for use in various test trains. Most are hoppers and tank



TWO PHOTOS COURTESY TECHNOLOGY TEST CENTER



cars which can be easily loaded with different weights to conduct various tests. The fleet also includes examples of nearly all other car types found in service today. At any time, prototypes of new car designs will be at TTC to undergo performance testing before going into production.

TTC also has several former passenger cars used for instrumentation cars. The AAR-100 is a Budd-built car originally used to develop passenger car disc brakes. It is now used primarily with the Track Loading Vehicle designed and built by AAR for track strength testing. Another AAR test car is a former Southern Pacific sleeping car, rebuilt as a test car by SP and sold to General Motors. It was acquired in the early 1990s from GM. DOT has several test cars at TTC, including two ACF-built ex-Army hospital cars and two cars formerly assigned to the old Atomic Energy Commission. TTC's customers use their instrumentation cars at the facility as well, including TTX's former Illinois Central caboose, American Steel Foundries six-axle test car and EMD's two streamlined test cars. All are equipped with data acquisition systems, computer systems, maintenance equipment and kitchen and sleeping facilities.

A unique train set at TTC is the Rail Garrison train. During the late 1980s, the Defense Department decided to build two trains that were capable of launching multiple warhead equipped missiles against enemy targets. The original plan was that these trains would be in constant movement, making it difficult for the enemy to target on them. It was also projected that the could hide in tunnels, come out and shoot then retreat back to cover. These trains were tested at TTC and, with the demise of the Soviet Union, were decommissioned and returned to the site for final disposition. The cars are also unique in that they ride on four two-axle trucks connected by span-bolsters.

Research reaching around the globe

The research program conducted by TTCI for the AAR consists of several important areas of technology. One of the most interesting and potentially valuable is the evaluation of Electronically Controlled Pneumatic (ECP) brake systems. Housed in one of the research labs at TTC is an air brake rack with complete brake equipment, hoses and piping for 150 cars. This has been used to perform preliminary tests on ECP brakes. A significant feature of ECP brakes is that all brakes are applied at the same time, unlike air brakes which rely on the pressure wave emanating from the head end or rear end of a train to actuate each car's brake. This means better control through faster stopping and faster release, and potentially greater rail line capacity due to reduced braking time. With a "wire" running the entire length of a train, other performance conditions such as wheel and bearing temperature could also be monitored. TTCI has equipped a train with ECP brakes and is testing the system in conjunction with the Heavy Axle Load research program. Initially, ECP brakes would be used on unit trains since the improved brake system will function only if all cars on a train are ECP-equipped.

A unique test facility at TTC is the Rail Dynamics Laboratory (RDL). Rail vehicles as heavy as 200 tons are tested on vibration test machines for lading damage prevention and fatigue evaluation in the RDL. The fatigue life of a railcar can be simulated in a matter of weeks, and many new car designs are subjected to this test prior to final design approval and production. TTCI is currently testing a stub sill tank car under contract to FRA to determine the causes of cracks that have been found on some cars in service.

AAR recently closed its research offices in Chicago and Washington, D.C., and consolidated operations at TTC. Much of the equipment used for freight car component certification testing was moved to Pueblo, including a roller bearing test lab, bolster and center bowl test fixtures, and a wheel and brakeshoe dynamometer. The dynamometer was designated a National Historic Landmark by the American Society of Mechanical Engineers.

TTCI engineers and scientists have developed several computer models that predict energy consumption for specific consists, overall train performance under various operating conditions and a single vehicle's response to any type of track geometry. These models have been validated by testing at TTC and on operating railroads and are in widespread use by railroads and car builders. TTCI also manufacturers and sells instrumented wheelsets used for measuring wheel-rail forces of moving trains.

Not all of TTC's work is done in Pueblo. A growing part of its service is providing problem solving and consulting services overseas. As more and more of the world's railways enter the private sector, high productivity North American railway technology becomes more desirable and TTCI has worked with railroads in the jungles of Brazil, the mountains of Chile and the suburban areas of Buenos Aires, Caracas, Bangkok and London. TTCI has worked with the railways of China and India and is now providing services to the rail systems of Japan. TTCI receives no subsidies for its operation, so its revenues from all sources must cover its costs.

Other new ventures coming on-line at TTCI include railway technology training services and remote monitoring of freight car performance. New training services beginning in mid-1998 included locomotive engineer training for industrial, short line and regional railroads. This was followed in 1999 with classes in maintenance of locomotive, freight cars and track. The remote monitoring service became available to railroads in 1998 as an alternative to static car inspection. Wayside sensors capable of measuring vehicle-track interaction and poorly performing trucks will be connected to a data collection and communication system. Car performance can be measured over time and maintenance planning can be based on various performance measures. The operating railroad would be notified immediately of any dangerous conditions found during the runby of a train.

New equipment and trainsets are always being sent to the TTC for testing a evaluation. The Talgo train was a recent visitor, and the latest in high-speed electric passenger trains have already started testing. The first of the new engines built by Bombardier arrived at the TTC late last year. Improvements in track and catenary have been made so this train can operate in excess of 125 miles per hour.

While there are many interesting things going on at TTC, there is little opportunity to "railfan" the facility. TTC is not open to the public, and its location far from town discourages the casual visitor. The test tracks are clustered in the center of the site and there is no public access to points where operations can be observed. As a federally-owned facility, trespassing is forbidden. As an R&D facility, TTCI's customers demand confidentially and their privacy is strictly enforced by TTC's employees.

You may electronically visit TTCI by checking their web site at *www.ttci.com* or the parent AAR site at *www.aar.org*. There you'll find much interesting information about North America's premier railway research, development, testing, and training facility.

Thanks

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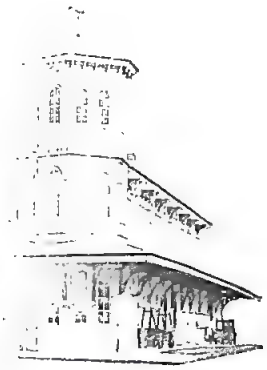
BOOK DEPOT



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News and detail on dining by rail — by JAMES D. PORTERFIELD

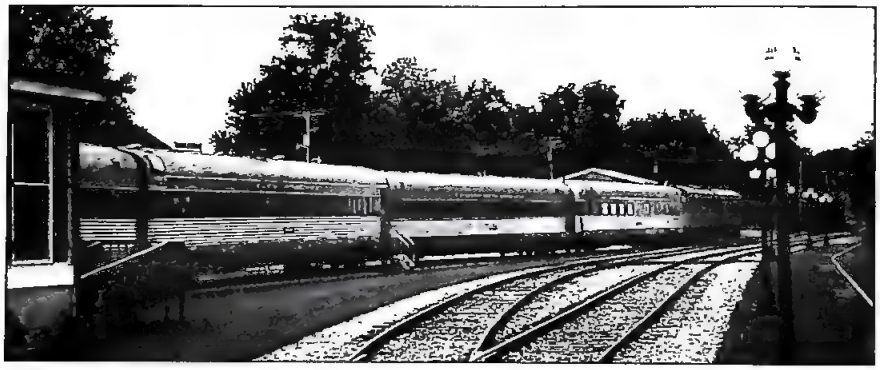
"My" train does it "my" way

TALK ABOUT HANDICAPS, try this — launch a dinner train 40 miles out of town. Run it on no particular schedule. Depart each evening at just about the time potential customers are getting out of work. Serve the same menu year-'round.

That just about sums up the operating philosophy behind *My Old Kentucky Dinner Train* in Bardstown, Kentucky. Yet, with the help of Rick Corman, the 40-something businessman behind the R.J. Corman Railroad Companies, headquartered in Nicholasville, Kentucky, this long-running — since 1988 — train continues to draw guests to the central part of the Bluegrass State. In Louisville one summer's day on business that wrapped up early, I headed south on I-65 to start those 40 miles and learn first-hand what was cooking.

The remote, but easily accessible location is dictated by the fact that the Bardstown Line, originally the Bardstown & Louisville Railroad that dates from 1860, and today the route of *My Old Kentucky Dinner Train*, is one of R.J. Corman's holdings. Boarding occurs at the Bardstown Depot (602 North Third Street). Also built in 1860, and constructed of native limestone, the depot is

JAMES D. PORTERFIELD



WHAT YEAR IS THIS? *R.J. Corman's* My Old Kentucky Dinner Train *sits ready for departure from the historic Bardstown, Kentucky, depot in — was it 1949 or 1999?*

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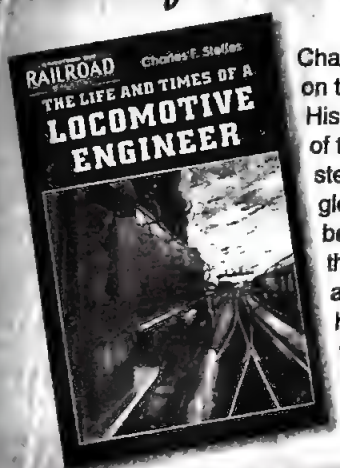

Charles Steffes worked as a fireman and locomotive engineer on the Southern Pacific from 1937 until his retirement in 1976. His humorous and insightful autobiography brings to life a time of transition on the rails — the historic change from vintage steam power to first generation diesels. Steffes details the glory days of this exciting era in railroading in California — before, during and after World War II. Attempting to enlist in the Seabees, Steffes discovered that the SP had gotten him an essential war deferment: See what it was like during the hectic war years as traffic grew heavier, and the changes wrought by diesel locomotives. $19.95 +S&H

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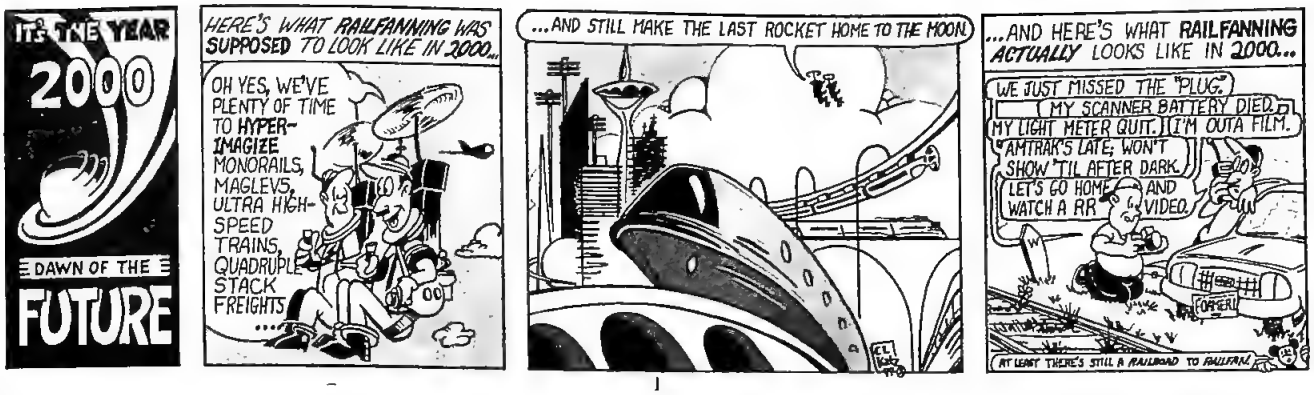
IT'S THE YEAR 2000
DAWN OF THE FUTURE
HERE'S WHAT RAILFANNING WAS SUPPOSED TO LOOK LIKE IN 2000...
OH YES, WE'VE PLENTY OF TIME TO HYPER-IMAGIZE MONORAILS, MAGLEVS, ULTRA HIGH-SPEED TRAINS, QUADRUPLE STACK FREIGHTS ....
...AND STILL MAKE THE LAST ROCKET HOME TO THE MOON.
...AND HERE'S WHAT RAILFANNING ACTUALLY LOOKS LIKE IN 2000...
WE JUST MISSED THE "PLUG."
MY SCANNER BATTERY DIED.
MY LIGHT METER QUIT. I'M OUTA FILM.
AMTRAK'S LATE; WON'T SHOW 'TIL AFTER DARK.
LET'S GO HOME AND WATCH A RR VIDEO.
FORGET!
AT LEAST THERE'S STILL A RAILROAD TO RAILFAN!

the last remaining "dry-laid" railroad station in Kentucky, a distinction that has earned it a spot in the National Register of Historic Places. Our 35-mile round trip took us along the Louisville & Nashville Railroad's historic Bardstown Branch past the Jim Beam distillery, home of the world's Number One-selling bourbon; over the 310-foot Jackson Hollow trestle; through tobacco country; past two historic depots, in Deatsville and Limestone Springs Junction (seen in the motion picture *Stripes*) and through a portion of the 14,000-acre Bernheim Forest and Arboretum, a research forest featuring every tree and many of the plants native to Kentucky.

With me for dinner is Sue Fowler, then acting General Manager for the train. "We operate year around," she explains, but adds that the operating schedule contains a number of disclaimers. "We say," she says, "year around, on a varied schedule, every day, Tuesday through Saturday." In other words, on demand? "Well, yes," Fowler says. "We book groups three to six months in advance. Then, when smaller groups and individuals call in, we ask what date they have in mind. We look at that date and the three days before and after it. If we are running on the day they request, we add them to our run. If we don't have a train scheduled, we ask them if one of the nearby alternative dates is suitable. Occasionally, when a person is booking for a special occasion, and we are not running, we have to suggest they try us some other time. But generally we find people are willing to work with us to find an appropriate arrangement."

Okay, so far everything makes sense, but how does she explain a 5:00 p.m. boarding and departure? "We typically [there's another disclaimer] depart then because many people come to Bardstown to see a performance of *Stephen Foster: The Musical*,

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RAILROAD AVENUE ENTERPRISES

JAMES D PORTERFIELD

***PAUSING A MOMENT** to talk about their work preparing meals for guests onboard* My Old Kentucky Dinner Train *are (left to right) Van Wadack, Shawn Hughes, Luke Stevenson and Melissa Boyd, under the watchful eye of three-year kitchen car veteran Jeff Meyer.*

at My Old Kentucky Home historic site. The Amphitheater's curtain goes up at 8:00 p.m."

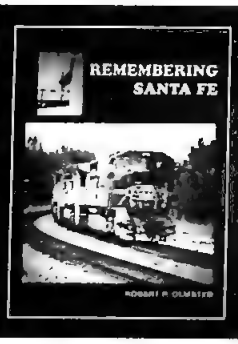
And the all-year menu? "We do plan our menus to last for a calendar year," Fowler says as she hands me her 1999 menu card. I see there, as dinner's first course arrives, that three additional courses will follow. After Shrimp Cocktail comes a salad made with Kentucky Bibb lettuce. For dinner, a choice of three entrées. I had been told earlier that "everyone loves our Black Angus prime rib," so that was my choice. It came with a baked potato and perfectly cooked garden blend of seasonal vegetables. The other entrées are Sea Bass, served with rice pilaf, or Cornish Hen with Apple Almond Stuffing and rice pilaf, both also accompanied by the vegetable medley. Vegetarian alternatives are Manicotti with vegetables, or a veggie stir fry.

For dessert, a specialty: Kentucky's Own Kern's Kitchen Derby Pie. "It's a secret family recipe," Sue says, "that includes chocolate chip, walnuts (I think) pecans, and a sweet filling." Surreptitiously working my fork, I agreed finally that its ingredients are a secret, but would add the word "delicious" to its description.

The train, meanwhile, consists of two diesel-electric FP7A's built in the 1950s, three Budd streamlined dining cars, one of which — the RJC-011 — was in President Dwight D. Eisenhower's funeral train bound for Abilene, Kansas, and one Budd kitchen car. All are from the 1940s and fully restored. The dining rooms are among the most beautiful in the country, with mahogany paneled walls and ceiling lattice, soft overhead brass globe lanterns, print drawn-up window treatments, a deep red carpet with patterned center aisle, upholstered brass chairs and a formal table setting, complete with bright red napkin. You do leave knowing that red is *the* Corman color.

"We seldom run a Sunday train, but if we do, it serves lunch for $36.95 and departs at either noon or 1:00 p.m.," says Sue Fowler. "Then, Tuesday to Saturday, there are weekday lunches, also priced at $36.95, and dinners for $59.95." All prices are plus gratuity and do not include the cash bar. "Although there is no children's menu," she adds, "we offer special pricing — discounts of $5.00 for lunch and $10.00 for dinner — to encourage parents to bring children ages

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.



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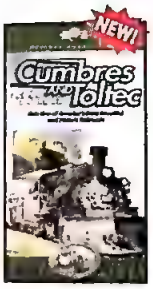

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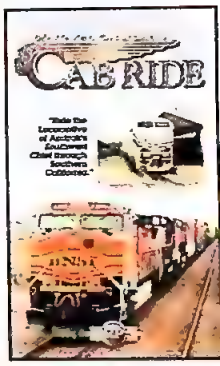

Enjoy a rare daylight trip in the cab of Amtrak's Southwest Chief between Needles, California and Los Angeles! You're right up front with the crew on this busy mainline as we meet a parade of freights going the other direction. Hear the dispatcher and other crews on the radio. The view is mostly looking straight ahead, with occasional shots of our crew. There's four tapes in the series.

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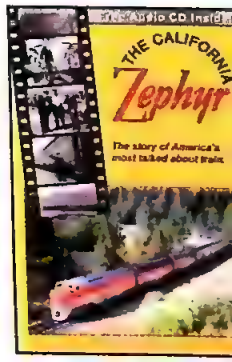

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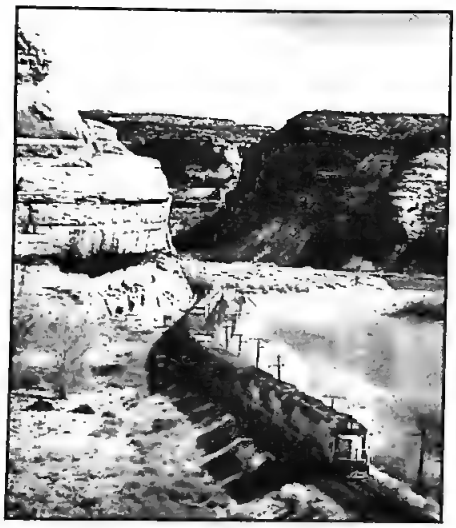

Some of the most magnificent main line railroading anywhere can be found in the western Colorado and eastern Utah desert country. A detailed and photographic history of this route is presented for the first time in R. C. Farewell's ***Rio Grande Secret Places, Volume II,*** which portrays both the desert and its Ruby Canyon in spectacular fashion.

Pictorial emphasis is on Rio Grande, Southern Pacific, and Union Pacific operation in recent years, but a few rare D&RGW steam views are included. Three-dimensional maps highlight key areas. There is coverage of many miles of alignment that were graded but never used and of obscure desert tidbits such as the Ballard & Thompson Railroad.

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five through eleven." The train seats 176; is climate controlled, encourages casual attire, is a smoke-free environment and accepts charters.

Subsequent to my visit, Robert Perry Jr., has been named General Manager and Corporate Chef. Bob, as he prefers to be called, is a chef by profession. "I learned in Boy Scouts that the cook didn't have to do dishes," he says. "That's what got me started." A "Kentuckian who wanted to come home," he joined the train late last summer and has taken on the task of making improvements. Several changes had already been made before his arrival, including offering off-season pricing and a light menu at lunch. Bob is quickly bringing his years of restaurant experience to bear. "On a dinner train," he says, "you have to work with a limited menu, in a limited time, all while moving. In spite of that, I want to offer a true seasonal menu and include lighter fare throughout the meal. I want to offer greater variety in the side dishes that accompany the entrées." On the business side, he is looking into adjusting the size of the train set — it operates as a unit now — and take advantage of the depot location as a potential stand-alone restaurant. "I already have the kitchen," he laughs, referring to one of his train cars. Bob, on his own, became a booster of a dinner train operators conference (see below), so watch this space.

For information on *My Old Kentucky Dinner Train*, telephone 502/348-7300, or go to *www.rjcorman.com/mokdt* or a new site being built at *www.kydinnertrain.com* on the internet. For reservations, have your Discover, MasterCard or Visa card ready, and be prepared to make your dinner entrée selection when you call. Plan to wear something that goes well with red.

On the Extra Board

At this printing, the dinner train survey mentioned in the November 1999 column will have been distributed. Sponsored jointly by Penn State-Altoona, the Railroad Passenger Car Alliance and others, the survey will guide creation of a series of workshops intended to improve the operating efficiency, sales and service aspects of dinner train running and planning. If you are operating a dinner train and have not been provided a survey questionnaire, contact Jim Porterfield at 814/238-7989 or *jdp8624@aol.com* for more information.

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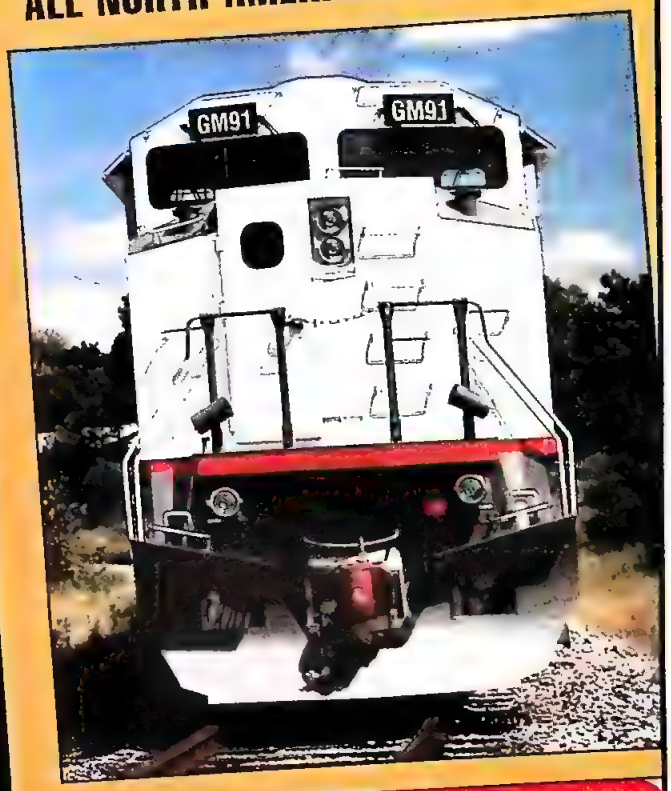

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A Winter Day

text and photography by Bradley McClelland

SUNDAY NIGHT, January 7, 1996, southwest Ohio was hit with its once-a-decade blizzard. By Monday, January 8th, Butler County was in a snow emergency. No one was permitted to drive in the county. Didn't stop me, though. With deep blue sky and ten inches of fresh snow on the ground, this photographer had to get out, emergency or not. The weather was picture perfect! With cameras in hand, I headed up to Hamilton, Ohio. The Great Miami & Western, a two-mile shortline, was guaranteed movement.

The GM&W works seven days a week, and its sole customer is Champion Paper Corporation. If the mill is working, the GM&W is there to serve them — even during a snow emergency.

Earlier this day, Phil Dawson reported to work at 7:00 a.m. at the GM&W office in Hamilton, Ohio. Phil, wearing heavy winter boots and coveralls, headed out to Woods Yard, where CSX interchanges cars with GM&W. Once Phil arrived, he checked car numbers for location. At the same time, Dave Davis and Scott Day worked on starting GM&W NW2 1372, formerly Conrail No.9258. The 1372 is kept safe sitting inside the fence at Champion Paper, but once started it moved out of the plant and headed up towards the office. Phil walked back to the office from Woods Yard with his car check list. Inside the warm GM&W office, Fred Stout, GM&W's president, oversees daily operations and Jennifer Terek, the car clerk, receives the morning switch list from Champion Paper.

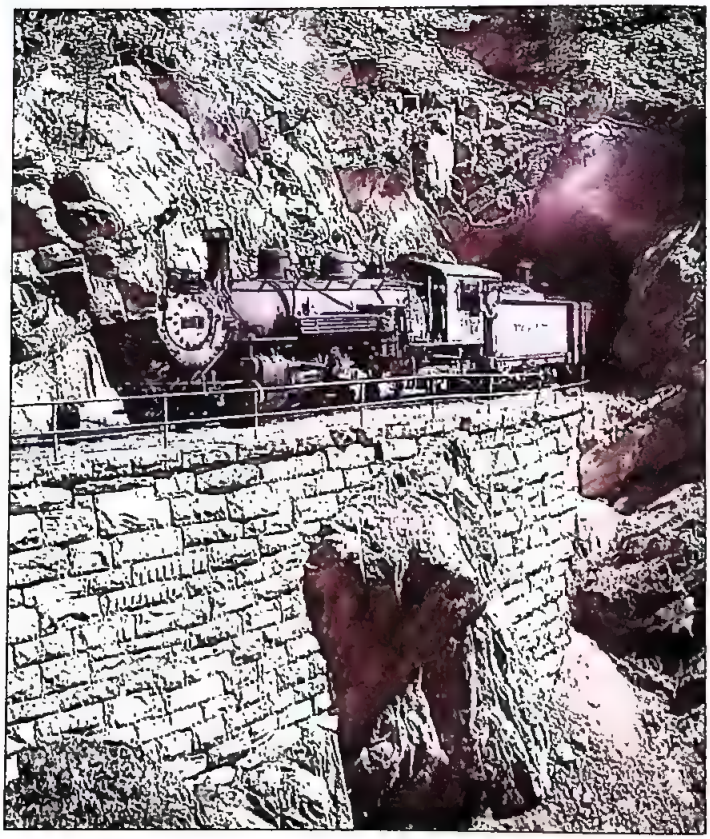
Inside the office, the crew picked up the switch list and got ready to start to work. About this time, I showed up with camera equipment in hand. I was invited aboard the

1372. Phil and Steve boarded with their tools, coal shovels, brooms and bags of salt — important tools for fighting the winter weather.

No.1372 started its journey up to Woods Yard and I was riding in front on the locomotive. The 1372 stopped at the east end of Woods Yard and Phil and Steve, with tools in hand, jumped off and started cleaning out of the switch. Ten to 15 minutes later, the turnout was free of snow — one down, ten to go. The temperature was around five degrees Farenheit and a cold northwest wind was blowing. In some areas in the yard, the snow was up to four feet deep as the little switcher pushed the snow out of its path. The snow accumulated above coupler level and Phil and Steve would have to shovel it away in order to couple a cut of cars. The cold weather made the brakes release slowly, but the little gray NW2 finally got the heavy cut of freight moving.

I hopped off 1372 to photograph some of the switching moves. Walking around with two cameras and a camera bag in a foot of snow was slow! The last photo I shot was 1372 leaving Woods Yard, without stopping, and I realized, "There goes my ride!" — I had missed my ride back to my truck. With cold hands and feet, and watery eyes, I started the quarter-mile trudge back to my truck. The journey seemed five miles long. On the way, I came across two young boys sledding down a levee. From the top they saw this frozen fool walking down the tracks. One boy yelled down to me, "Hey, what are you doing?" I responded, "photographing trains." The boys said in unison, "You just missed one!" I just kept walking.

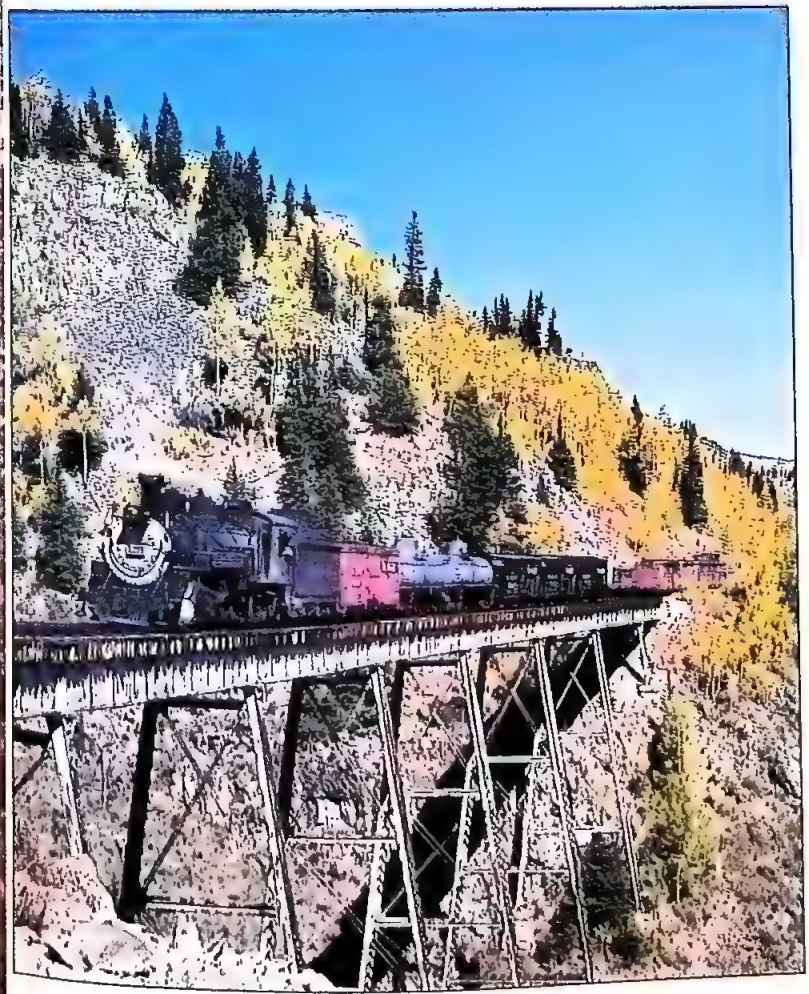
Finally, I reached my truck and warmed up. At that moment I realized how much I admire railroad employees, working in all kinds of weather, including bitter winter cold. It also made me realize how glad I am that I only photograph trains and don't work on them!



THE MAGICAL COMBINATION of the Rocky Mountains, golden Aspen and narrow gauge steam came together on September 27-28, 1999, to provide 80 passengers with a memorable trip back in time on the Cumbres & Toltec Scenic Railroad. A freight train, complete with 2-8-2 497 lettered "Rio Grande," was chartered by Trains Unlimited, Tours for the trip out of Chama, New Mexico. Nearly 40 runbys were made during the two days including Rock Tunnel **(right)** and Ferguson's Trestle **(below)**. The overnight stop was made at Antonito, Colorado, where the morning sun rose behind the water tank on the 28th **(above)**. Passengers could ride in a gondola behind the freight cars for a wide-open view of the mountain and desert scenery **(top right)** or inside the older C&TS tourist cars (converted from

PHOTOGRAPHY: STEVE BARRY

Narrow Gauge Splendor!



freight cars). Other stops included Phantom Curve eastbound **(above)** and Cascade Trestle **(left)** and the wye at Big Horn **(below),** both westbound. The C&TS crew are to be commended for putting on a great show — they understand what makes a photographers' train work! Chris Skow and his Trains Unlimited staff plan to return to the C&TS for a two-day trip in June 2000. Watch TIMETABLE for details. — *S.B.*

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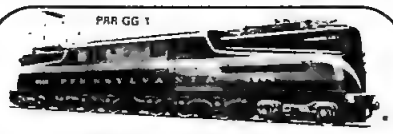

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Transit Currents

Light rail, transit and commuter rail news

Changes to Chicago

METRA, the commuter rail operating arm of the Chicago area Regional Transportation Authority, is seeking to make some changes in its well-patronized commuter rail service. One problem might be solved by Amtrak. It involves the Stevenson Expressway, which is to be closed down in part for several years while it is under reconstruction. Some Chicago-area politicians want Amtrak to provide several commuter-oriented stops along Metra's Heritage Corridor line. This is the former Illinois Central line between Chicago and Joliet. Amtrak proposes that two regularly scheduled Amtrak trains make Monday-through-Friday stops at one of the Metra stations along the Heritage line. Metra now runs three inbound and three outbound trains every day on the Heritage corridor and the Amtrak service would provide a mid-morning and mid-afternoon service.

Elsewhere, Metra is attempting to come to grips with the suburb-to-suburb commuter. Several ideas are now moving beyond the scratching-lines-on-paper stage to much more serious consideration. One idea is a commuter rail service that would link O'Hare International Airport with Midway Airport and serve the communities in the western part of Cook County that lie between the two airports. Another idea is a service that would link downtown Chicago with the far south suburban communities of Crete and Beecher.

Finally, in what is probably the most ambitious Metra proposal, is an idea to use the track of the Elgin, Joliet & Eastern to offer a semi-circular service running from Waukegan in the north and Elgin on the west to Joliet in the southwest and east all the way to Lynwood and Gary. The latter service would be particularly difficult to implement because the EJ&E tracks are heavily used by freight trains. The same is true for various alternatives to link O'Hare with Midway. All proposed schemes would rely on using rail rights-of-way or existing railway lines.

Not so long ago it was thought that many of the rail freight lines were underutilized and could readily accept the addition of commuter rail service. With the huge growth in freight rail service demand, that room may not be available anymore. The future of rail commuter service in Chicago and elsewhere may depend on an expansion of railroad capacity. Thanks to Charles Bogart for the news.

San Francisco's Third Street Corridor

The San Francisco Planning Commission has voted unanimously to go ahead with the Municipal Railway's proposed Third Street Corridor development plan. It is expected that the light rail line will stimulate and rejuvenate the economy along the Third Street Corridor. With a price tag of at least $400 million, the MUNI Metro would be extended from the CalTrain terminal at Fourth and King streets in a generally southern direction along Third Street, eventually terminating at the CalTrain Bayshore station near the border of San Francisco County with San Mateo County. The first phase, which will be 5.4 miles long, will have 19 stops. The light rail service will provide access to the new ball park for the San Francisco Giants, the proposed Mission Bay development, eastern Potrero Hill, the central waterfront, Bayview-Hunter's Point and Visitacion Valley.

It is expected that this part of the city will boom in the first two or three decades of the 21st century as a tired, old manufacturing and industrial area is rejuvenated and more of it is turned into housing. Indeed, the Mission Bay development will be the site of more than 6000 new houses and thousands of jobs.

Looking down the road a long way, there will be a $500 million second phase of the line. This will take the light rail tracks north and west beyond Fourth and King Streets and go underground. There are several options — the new subway could connect with the Market Street subway; it might possibly end in Chinatown or be an alternate route underground to Fisherman's Wharf. Thanks to Dennis A. Cavagnaro for the information.

A Boeing LRV for a museum?

Hard as it may be to believe, many of the first vehicles for the new light rail lines constructed in America over the past quarter century or used in the renaissance of rail service are now getting long in the tooth. Indeed, the Oregon Electric Railway Historical Society (P.O. Box 308, Lake Oswego, OR 97034) is in contact with the San Francisco Municipal Railway about obtaining one of the Boeing light rail cars. Fourteen of these cars are expected to be retired soon and, indeed, were to be auctioned in November of 1998; the auction was, however, postponed. The OERHS is seeking funds to purchase the car (they have their eye on No.1227) and to pay for its transportation to Oregon. The Boeing cars in Boston are also ripe for a museum, and the Kawasaki cars in Philadelphia and the original BART and WMATA Metrorail cars are not far from museum consideration.

Flashes

As SOUND TRANSIT rail construction in the Puget Sound area gets underway, a number of suggestions have been made for expanding its scope. It is felt that light rail should be studied as an option to move

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

commuter rail?

people through the crowded State Route 520 corridor. This would include trains on the Evergreen Point bridge. Service to the east side of Seattle was dropped from the Sound Transit plan when voters rejected the original $6.7 million project, but adopted a more modest plan. Many thanks to Henry R. Korman for the information.

Charles Bogart sends information that the **CINCINNATI STREET RAILWAY**, Inc., is seeking members. Individual or family memberships are $20 a year. Interested parties should contact the Cincinnati Street Railway, Inc., 1301 Western Avenue, Cincinnati, OH 45203. The primary purpose is to establish an historical electric streetcar system in the central portion of the Cincinnati downtown region.

Frank Bauer says that a shop class at Garfield and Locke High School in the Watts portion of **LOS ANGELES** is renovating and rehabilitating a 100-year-old streetcar. The idea is that of Steven Brye, the Metropolitan Transportation Authority project manager for the east side. Woodshop teacher Robert Hernandez has his classes working on the project. The 1890s-vintage car had been at Traveltown for some time and was about to fall into total disrepair.

The **FRIENDS OF EAST TROY RAILROAD MUSEUM** (P.O. Box 556, Waukesha, WI 53187-0556) is continuing its purchase of trolleys from the Paul Averdung collection as part of its Save the Trolleys campaign. The museum will be selling reproductions of Chicago, North Shore & Milwaukee Railroad advertising posters as a way of raising money for the purchase of additional historic cars.

Car No.6 of the **COLUMBUS CONSOLIDATED STREET RAILROAD** was purchased from John Stevenson & Company, Ltd., in New York around 1888. The car was converted to electricity in the early 1890s and in 1896 was sold to Ohio's Lancaster Traction Company. If you would like to see old No.6, be sure to visit the Ohio Historical Society museum. Old No.6 led the parade on the final day of electric railway operations in Lancaster, Ohio, on October 31, 1937. No.6 has been restored to its original horsecar configuration.Thanks to Robert McClarrin for the information.

JOSEPH M. CALISI

Pittsburgh PCC farewell

THE LAST REMAINING Presidents Conference Committee (PCC) car operation was closed by the Port Authority in Pittsburgh, Pennsylvania, on September 4, 1999, because spare parts have become rare and expensive. The 47D "Drake" line, was a 1.4-mile loop beginning at Castle Shannon and ending at the "Drake Loop" in Bethel Park. The line was originally built in 1909 as part of an interurban line to Washington, Pennsylvania, and was modified several times. The last time the line was changed was 1993, when it was reduced to its final configuration. The Goldlink 35A route mini-bus will replace the 47D. Local newspapers have reported that plans call for rebuilding the line for light rail and adding a park-n-ride lot at the Drake Loop, but service may not resume until well into the next century.

The three remaining cars on the property are the last of a 666-car order from the St. Louis Car Company for the 1700-series PCC cars built between 1936 and 1949. The first car arrived in Pittsburgh as car No.100 on July 26, 1936, as a demonstrator model and operated on many of the lines all over town to accolades from the public. The cars were purchased for $12,000 each to replace the city's aging trolley fleet. It is estimated that the remaining PCC's have each traveled over two million miles over their 66-year run. The trolleys have become museum pieces, with one of them already enshrined at the Senator John Heinz Pittsburgh Regional History Center and another promised to the South Hills Village. — *JOE CALISI*

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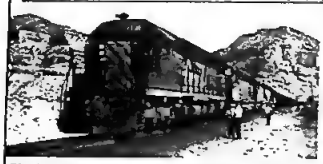
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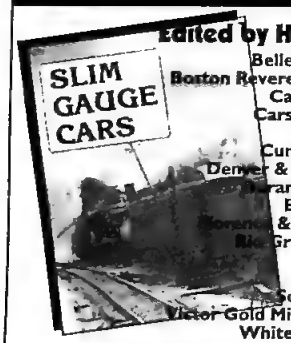

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Camera Bag

Your guide to railfan photography

by JIM BOYD

Remembering the 20th century

AS I SIT HERE in the Y2K darkness, munching on my stash of J. Michael Stevens storable food and listening to Art Bell on my BayGen hand-crank AM radio, typing on my Underwood manual typewriter by the light of the radio's white LED desk lamp, I get wistful thinking about the dear, departed 20th century, when life was so simple. It was an era of Burlington fantrips, Frisco E-units and IC Geeps, when the biggest decisions were Professional Ektachrome or Kodachrome II. There were more Class I railroads in Chicago than there are now on the entire continent, and you didn't need a scanner to locate 1000 look-alike UP SD70M's or hear when the CSX Railfan Police were being summoned to chase you away from CP5 on the River Line.

Well, let's see; where were we when we left off our retrospective of the previous century? Oh, yeah, the era of the classic steam roster-shooters.

Slow film, poor shutters and lenses of questionable optics had made action photography difficult, but many an adventurous photographer rejected the strict discipline of the locomotive portrait crowd for the more exciting challenge of action photography. In 1939, New York journalist Lucius Beebe published the hardcover pictorial book *High Iron*, (along with *Highliners* and *Highball* in the same general time period) which set the tone for decades of "smoking wedge" action images. In the 1930s, the ponderous 4x5 Graflex and more compact Speed Graphic press camera, with their focal plane shutters, made action rail photography both possible and practical. Beebe's books opened the door to railfan photography as we would come to know it.

The 1940s were a frustrating time for railfans, as the advances in smaller and better cameras were countered by strict wartime security, where anyone taking train pictures was considered a Nazi spy. But at the very onset of the decade in 1940 in Milwaukee, Wisconsin, publisher Al Kalmbach added a new title to his line of magazines, the flagship of which was *Model Railroader*. Kalmbach's new *Trains* Magazine made no pretense at being a magazine for working railroaders — it was aimed directly at the growing fan market. While the enduring RAILROAD Magazine was focusing on railroad folklore, artwork illustration and fiction in a small, pulp format, *Trains* went immediately to slick paper for an emphasis on photojournalism.

Trains was already a successful publication in June 1948 when Al Kalmbach hired a frail-looking, 21-year-old chain smoker as an associate editor. In 1953 David P. Morgan became editor of *Trains*, and until his retirement in 1987, this man without a camera became the most powerful influence upon railfan photography. "DPM" used his position as editor to select and direct the imagery that went before the railfan community. He almost single-handedly weaned a couple of generations of roster and wedge shooters from the comfort of their conventional images and into the unknown but exciting realm of telephotos, wide angles and night work — even though his steam-seeking ventures in the mid-1950s were with Phil Hastings, who was almost exclusively a normal-lens photographer, using a twin-lens Rollei! But Hastings was a master at putting the train into physical and human context, which Morgan encouraged in others.

Though many had been previously published elsewhere, Morgan was among the first to recognize and promote the photographic skills of Dick Steinheimer and his contemporaries like Bob Hale and Jim

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Shaughnessy. He published Parker Lamb's speeding diesels and let John Gruber "invent" the zoom lens by shooting Milwaukee Road mail train No.58 at Tunnel City, Wisconsin, using three different cameras with a normal and two different fixed telephoto lenses. By publishing and encouraging the best work available, Morgan elevated railfan photography to a respectable art form. And, of course, he also demanded accurate and intelligent journalism to go along with the photos at a time when Freeman Hubbard was publishing tasteless girly photos in RAILROAD Magazine (although Sy Reich's rosters in RAILROAD were the only reliable source of locomotive data before the era of *Extra 2200 South*).

The end of steam and the arrival of the diesel discouraged many of the traditional steam photographers, who often refused to photograph the monotonous if colorful "growlers." Diesels were a challenge to photograph in black & white, but a new generation that had just missed or tagged the very end of steam accepted the diesel on its own merits and simply improved their photo techniques to put the diesel into context as compensation for their lack of animation with smoke and steam.

In the late 1930s, however, a new phenomenon had been quietly developing in the railfan field. A few of the black & white photographers had begun packing new-fangled miniature 35mm cameras along with their Crown Graphics and Rolleis and shooting color slides "just for fun" on ASA 10 Kodachrome (if they were lucky enough not to get lured into the soon-to be-proven short-lived Agfachrome or early Ektachromes). Color printing was much too expensive for magazines or books, so there was little commercial market for slides, but they made for entertaining evening "slide shows" with friends in the rec room or at railroad club meetings.

The 1960s brought historical societies with their monthly meetings as an outlet to show train pictures, and new magazines were introduced. If we don't perish in the freezing darkness of Y2K, we'll continue this train of thought next month. Welcome to tomorrow.

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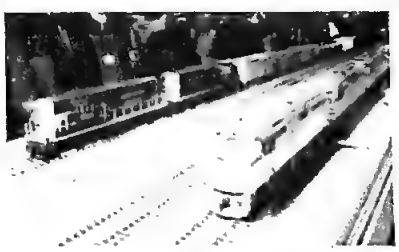

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Editorial commentary

Experiencing the Rio Grande

WHEN THE PHOTO FREIGHT on the Cumbres & Toltec Scenic was first announced by sponsor Chris Skow and Trains Unlimited, Tours, it was supposed to be on September 25-26, 1999. A shortage of power on the C&TS forced Chris to move his trip off a weekend and onto a Monday and Tuesday, which also eliminated a conflict with a special photographers' train being run by the Durango & Silverton Narrow Gauge on the 25th. With the revised C&TS date, I made my plans to also do the D&SNG — heck, why not? They're practically neighbors.

TWO PHOTOS: STEVE BARRY

***RIO GRANDE 2-8-2 478** meets Durango & Silverton 476 at Silverton on September 25, 1999. The 476 was powering a photographers' special while the 478 (still painted Rio Grande from a charter in December 1998) was in charge of the third regular train of the day from Durango.*

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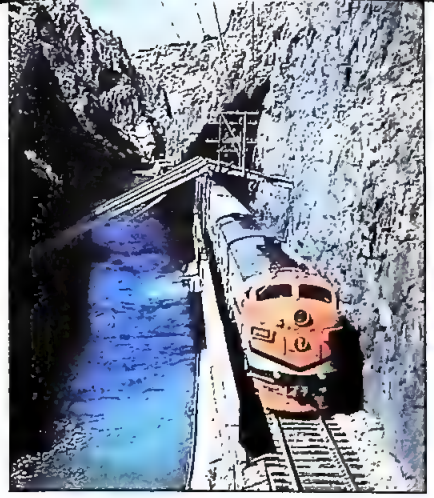

***RIO GRANDE-INSPIRED F-UNITS** roll across the hanging bridge in the Royal Gorge near Cañon City, Colorado, on September 26, 1999. This shot cost $12.50 to get because of the admission fee to the Royal Gorge park.*

I then found out that John and Mike Biehn of Cincinnati were heading out for both the C&TS and D&SNG trips and were planning on fanning the former Santa Fe main in New Mexico afterwards. This matched my plans almost exactly, so we decided to team up. The only question was what do we do on that day between the steam trips (Sunday the 26th).

The photographers' trip on the Durango & Silverton turned out to be quite pleasant, with four northbound runbys and a pair

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heading south, plus chances to shoot the three regular trains out on the line during our layover in Silverton. Over 200 people were onboard, and the photo lines were organized well enough to provide people-free shots to those willing to make the effort.

Immediately after the trip, we headed for our Sunday activity — a day on the Cañon City & Royal Gorge, with their Rio Grande-inspired F-units. Now on the map, Durango and Cañon City don't look that far apart (at least to this New Jerseyite), but it turned into a long haul over Wolf Creek Pass and up the valley. We arrived in Cañon City at 1:00 a.m. and banged off a couple of night photos before retiring.

The following day, we hiked from Cañon City about two miles to the mouth of the Royal Gorge and got great shots of the 9:00 a.m. CC&RG train (the units are always on the east end). For the noon train, we opted for shots at the Gorge itself. Our shot of the westbound was taken from a picnic area on the brink of the Gorge looking down at a tiny train under a tiny suspension bridge

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with a lot of rock in between.

For the return trip, we pondered riding down to the bottom of the Gorge on the inclined railway for a shot on the hanging bridge. (The hanging bridge is suspended from both sides of the Royal Gorge and holds the railroad above the Arkansas River where there was no room to blast a shelf in the rock.) We had no idea if the bridge would be in sun at the bottom of the narrow gorge, but Mike and I decided to take the gamble while John scouted photo locations near Parkdale. We plunked down our $12.50 park admission, jumped on the incline and headed to the bottom.

As it turned out, the hanging bridge was indeed lit, and Mike and I were rewarded with a very nice shot for our $12.50 investment (**page 71**). We finished the day by taking a dirt road from Parkdale that brings you out about 60 feet above the tracks near the west end of the Gorge. A rocky dirt road got us down to track level for shots of the 3:00 p.m. train. Once we finished at Parkdale, we began the long drive to Chama, New Mexico, for Chris Skow's C&TS trip. Of course, we had to go down to the engine facility before hitting the sack for night photos.

Over a four day span we got to glimpse what the Denver & Rio Grande Western was like a few decades ago. We experienced the steam-powered narrow gauge and saw F-units traversing the Royal Gorge route. As one who never saw D&RGW steam or F-units in regular service, it brough to life the photos I've seen of the past.

It's experiences like these that give a greater appreciation of history.

Steve

Next Month

Coming up in....

RAILFAN & RAILROAD

KEEL MIDDLETON

• PANHANDLE, PART TWO: Keel Middleton takes us back to Texas for a look at the operations on BNSF's Pandhandle and Hereford Subdivisions, the busiest segments of the railroad's Panhandle trackage.

• WINTER PHOTO LINE: Though it can be difficult, the season of ice and snow and bitter cold isn't without its payoffs for those who brave the elements to get the shot, as this "Winter Wonderland" PHOTO LINE will attest.

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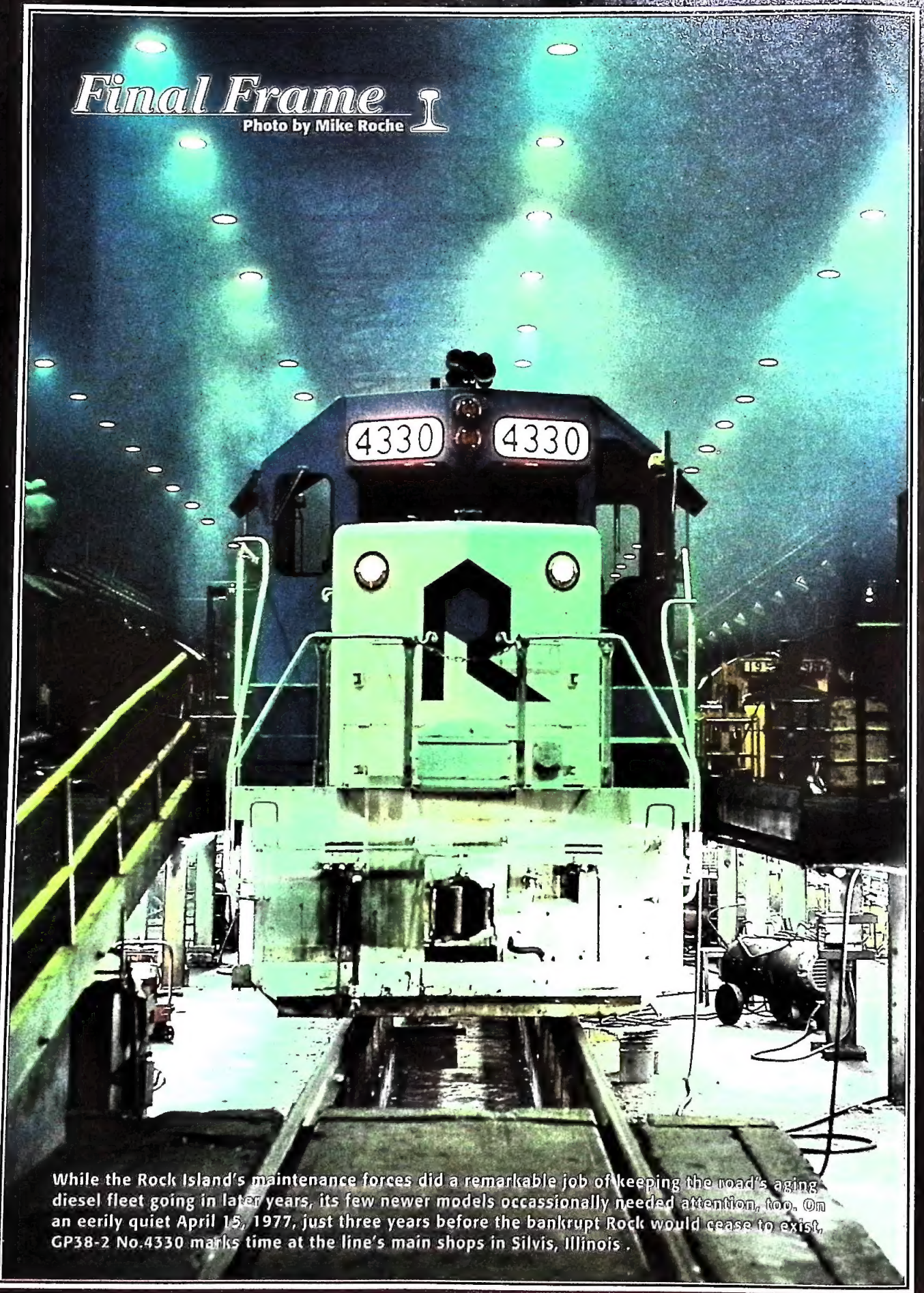

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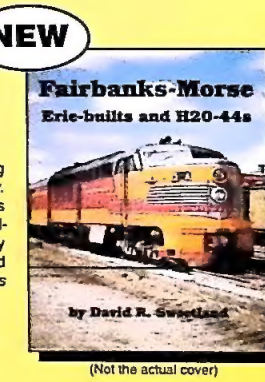

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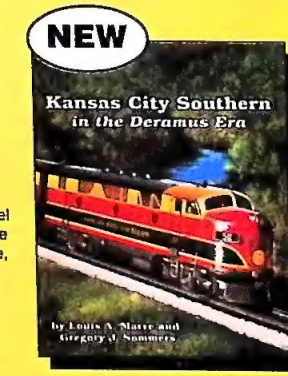

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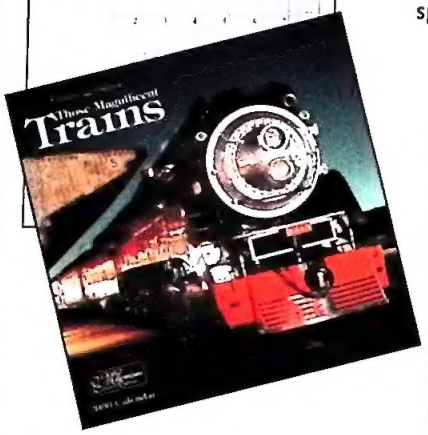

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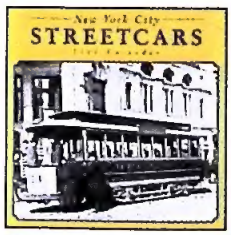

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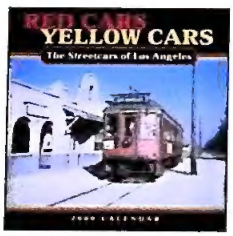

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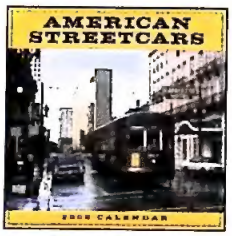

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